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Nord deutscher Lloyd, Bremen

GUIDE THROUGH NORTH AMERICA.

EDITOR: ARTHUR SCHÜLER.

SOUVENIR OF THE NORTH GERMAN LLOYD, BREMEN.



PUBLISHERS: J. REICHMANN & CANTOR.
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PREFACE.

The acknowledged usefulness of our European Guide, has induced us to publish a similar work for North America. In this first edition, the Dominion of Canada and Mexico have not yet been treated, but descriptions of Canada and the largest Spanish Republic, will be added.

In presenting our book to the public, we beg to say, that our aim is to furnish a concise work of reference for the use of travelers in the United States, containing hints and directions, which, we trust, may prove serviceable to persons, whose time is limited; the more so, as all the hotels, firms etc., mentioned in our Guide, are perfectly reliable. We hope, therefore, that tourists will not fail to make a practical use of the book. The statistics have been taken from the last official Census Report of 1890. The alphabetical system has been strictly adhered to, treating every state for itself. Our sincere thanks are due for the cordial and valuable assistance we have received from the various societies, railway companies and to all those who have contributed to this work and actively aided us with information.

We also express our thanks to Mr. L. Viereck, who has written the chapter on Alaska.

We shall be grateful to have our attention called to any errors or inaccuracies, occurring in the book.

That our undertaking may contribute to the pleasure and profit of our readers and patrons, is the sincere wish of the publishers.

April 1898.

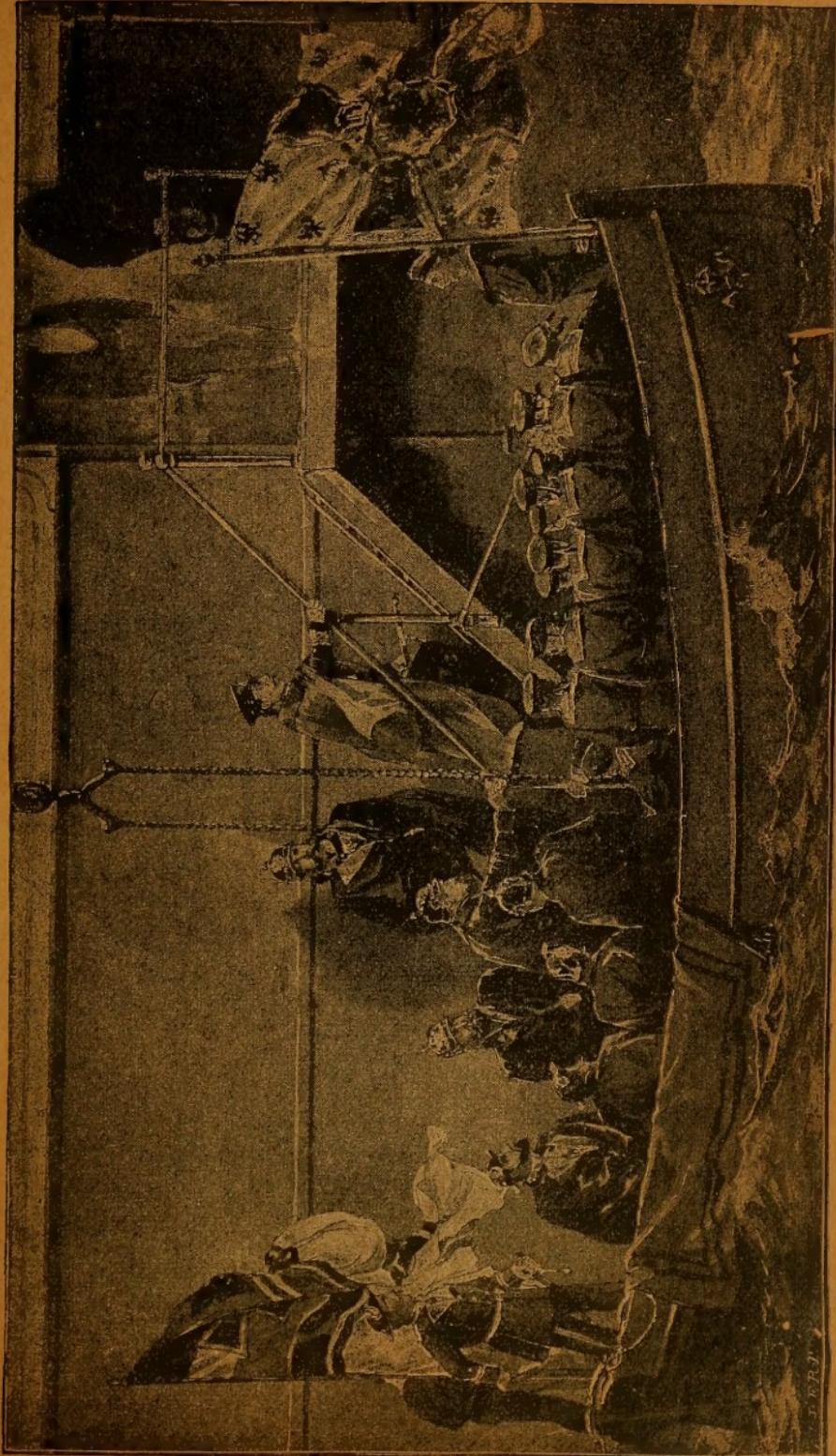
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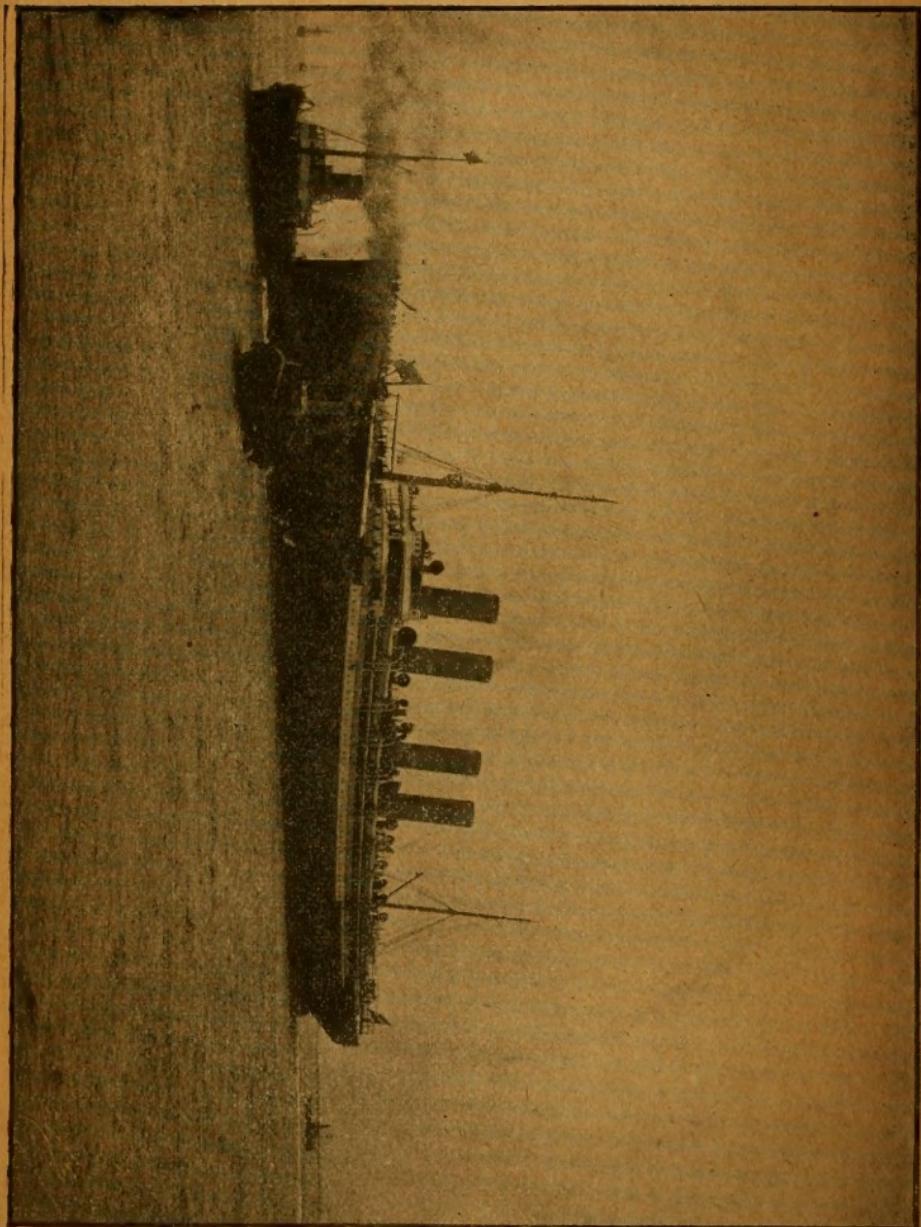
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Arrival of H. M. the Emperor Wilhelm II. on board of the North German Lloyd Express Steamer „Lahn“.

*Twin-Screw Express Steamer "Kaiser Wilhelm der Grosse".
14,000 Tons Reg. Speed, 22-23 knots maintaining the world record.*



THE NORTH GERMAN LLOYD S. S. CO. OF BREMEN.



When an historian of the future undertakes to write the history of Germany's transoceanic trade, an important chapter in his work will doubtless be filled by the annals of the North German Lloyd S. S. Co. of Bremen. The following short sketch of the development of the Company will illustrate how enterprise and broad-minded views have, in the comparatively brief period of a few decades, succeeded in obtaining for the „Lloyd“ the renowned and dominant position, which it now enjoys alike

in the old and the new world.

The North German Lloyd, whose vessels now unite the four corners of the globe, was founded in 1857, exactly ten years after the period when for the first time a steamer, the „Washington“, had crossed the Atlantic on her voyage from Bremen to New York. The service of the „Lloyd“, which in the beginning was carried on by but three small steamers, consisted during the first year only of one line to England. However already in the following year, the New-York line (the main object of the foundation of the Company), was opened by the despatch of the „Bremen“ with a full cargo, some steerage-passengers, and one cabin-passenger.

A noteworthy success was attained the next year — 1859: the „Lloyd“ was entrusted with the carriage of the Anglo-American mails. The experience which in the meantime had been gathered with regard to the cargo and passenger business, as well as the generally recognized regularity and safety of the service paved the way for a rapid growth of the Company's fleet. In 1865 the passengers conveyed by the Company's steamers reached the number of 9714, in 1866 it became necessary to despatch a boat every week and in the following year — ten years after its foundation — the „Lloyd“ controlled a fleet of 14 steamers, of which 8 were engaged on the New-York line and 6 on the English line. The number of the voyages made in 1867 was 47 to America and 127 to London and Hull.

These figures proved the prosperity of the undertaking and the

The North German Lloyd Express Steamer "Kaiser Wilhelm II."



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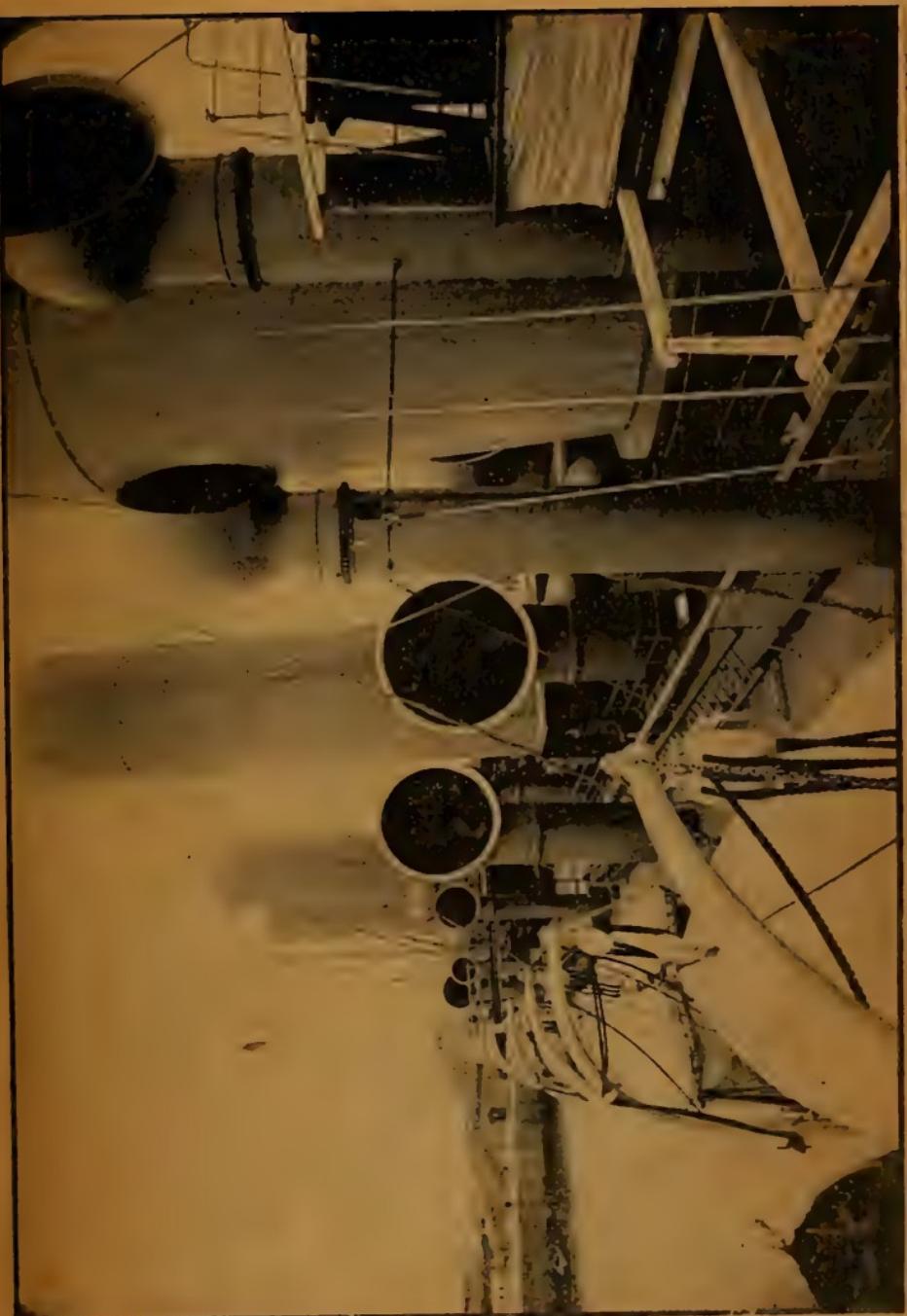
Directors, anticipating the influence which the development of the Company would later on exercise on Germany's transoceanic interests, justly recognized it as their duty to further promote the foreign relations of the fatherland by the creation of new services and the extension of those already existing. This period coincided with the time when the germs of the subsequent powerful growth of German industry and commerce became first apparent and when the want of regular steamship communication made itself generally felt.

The second decade of the history of the North German Lloyd bears full testimony to the fact that the Company has spared no effort to accommodate itself to the altered conditions of trade. Already in 1868 the relations with North America were extended through the opening of the Baltimore line. In Baltimore the arrival of the first steamer was celebrated as an event of considerable importance. The place was „en fête“. Schools, Markets, the Custom-house and most of the shops were closed. A procession headed by the Governor and the dignitaries of both the State and the city, accompanied by United States infantry, cavalry and artillery and representatives of the different trades, clubs and societies paraded the town and at a banquet which followed, great results were confidently predicted.

We now arrive at an anxious year for the Company. On the outbreak of the Franco-German war the German ports were declared in a state of blockade. The superiority of the French fleet necessitated, not only that the Company's ships in foreign ports should be ordered to remain there, but that those at the moment on their way home should be warned of their danger and directed to safe neutral ports. Foreign steamers had to be chartered and other heavy expenses incurred. But victory on land limited the period of severest trial to about three months. Gradually the ships left their foreign quarters and, taking a northerly course round Scotland ran into one of the English east-coast ports whilst awaiting an opportunity to slip across to the Weser. In October of the first year of the war even the transatlantic service was re-opened by the „Hansa“ with a full freight and a large number of passengers. To the captains and officers of the „Lloyd“ employed on these hazardous expeditions, the North Sea was as his native forests are to the Indian. They cut through the blockading cordon northwards and made their way round the perilous coast of Scotland. They steamed down the channel right through the French fleet, wrapped in friendly fogs. For reasons of policy however it is well to suppress all details of the stirring incidents of blockade-running and to pass in silence over acts of successful audacity and resource that might take rank with the feats performed at the ports of the short-lived Confederate States.

In spite of the war the new line from Bremen to the West Indies was opened in the autumn of 1870 and at the same time a regular connection was formed between Bremen, Rotterdam and Antwerp. In 1871 the service to England was augmented by a third line and four years later — 1875 — the „Lloyd“, paying due regard to the German interests in South America, established a regular service to Brazil and the River Plate. At the end of the second decade of the existence of the company (1878) it became necessary to divide the South American line into two separate services, one to Brazil

Express Steamer, "Kaiser Wilhelm der Grosse", Bridge-Deck.



(Bahia, Rio de Janeiro, Santos) and the other to the River Plate (Montevideo, Buenos Aires), whereas connection with the West Indies was discontinued.

The period in the development of the „Lloyd“ Company which now follows will always form an important phase in the history of navigation in general. While up to this time the aim of the steamship owners of all seafaring nations had been directed towards security and regularity in the services of the vessels, it now became necessary to consider a third point, viz: speed — and aided by the great progress made in marine engineering, a new type of vessel, the modern fast-steamer or ocean-greyhound was created.

Up to this time a speed of 12—13 knots an hour had formed the average for the regular mail steamers. In 1878 however the English Guion line had a steamer constructed (the „Arizona“) whose engine developed the, until then unheard of, speed of 16 nautical miles an hour, and which at the same time was provided with the necessary accommodation to carry a great number of passengers. A new era in the art of shipbuilding and steam-navigation was thus inaugurated. Considering the enormous increase which of late had taken place in the traffic between the Old and the New World, it was evident that steamers of this speed, would, if they proved safe, soon attract passengers and mails, thus securing pecuniary advantages for their owners. For the North German Lloyd, which at that time already occupied a prominent position among steamship companies, the introduction of the fast steamer service was a matter of course, as soon as first experience had proved its practical feasibility. Thus the „Lloyd“ commenced in 1880 the construction of its fleet of fast-steamers which surpassing all its competitors as regards the number of the vessels employed has placed it in the front rank of the leading steamship companies of the world. On the 26th June 1881 the first fast-steamer, was placed upon the line, she was followed in 1882 and 1883 by the „Werra“ and the „Fulda“ (16—17 miles), in 1884 by the „Ems“ (17 miles), in 1886 by the „Aller“, the „Trave“ and the „Saale“ (17—18 miles), in 1888 by the „Lahn“ (19 miles), in 1889 by the „Kaiser Wilhelm II“ and in 1890 by the „Spree“ and the „Havel“ (19—20 miles).

The construction of the fast-steamers inaugurated also a change in the interior arrangements of the vessels. The old-fashioned monotonous dining-rooms with a number of tables in file flanked on each side by uncomfortable benches were replaced by saloons of studied elegance and sumptuousness. In the modern dining-saloons furniture, carpets, curtains, paintings combine to form an artistic whole with the architectural disposition of the rooms. The whole outfit of the saloons has been executed by the firm of A. Bembé of Mainz after the designs of the Bremen architect Poppe.

The period during which the fleet of fast-steamers of the „Lloyd“ was constructed coincides with another important phase in the development of German transoceanic trade, namely the establishment of the subsidized mail steamer service to Eastern Asia and Australia. In July 1885 the North German Lloyd contracted with the German government to carry on the service on all the Imperial mail-steamer

Express Steamer "Kaiser Wilhelm der Grosse", Promenade Deck.



lines which Parliament had decided should be established with the provision that all the new steamers to be placed on such lines should be built in German shipbuilding yards. The speed contracted was 12 miles for the line to Eastern Asia and for the Mediterranean line, $11\frac{1}{2}$ miles for the Australian main-line and the other branch-lines. The new mail-steamer service consisted of 1) main-line to Eastern Asia, 2) main-line to Australia, 3) branch-line Trieste-Brindisi-Alexandria, 4) branch-line Hongkong-Japan, 5) branch-line Sydney-Tonga Islands-Samoa Islands.

The preparations for the opening of the new important services were accelerated so that as early as the 28th June 1886, the first Imperial mail-steamer, the „Oder“, could leave Bremerhaven to carry the German flag to the shores of Eastern Asia. The new steamers „Stettin“ and „Lübeck“ built for the branch-lines had already left Bremerhaven some time before. As the steamers which the „Lloyd“ possessed at the time of concluding the contract were inadequate in number and construction to the requirements of the new service, the company at once ordered three steamers for the main-lines and an equal number for the branch-lines of the Vulkan shipbuilding yards at Stettin. The new steamers, named „Preussen“, „Bayern“, „Sachsen“ and „Stettin“, „Lübeck“, „Danzig“, exceeded by far the provisions of the contract with the government as regards dimensions and speed.

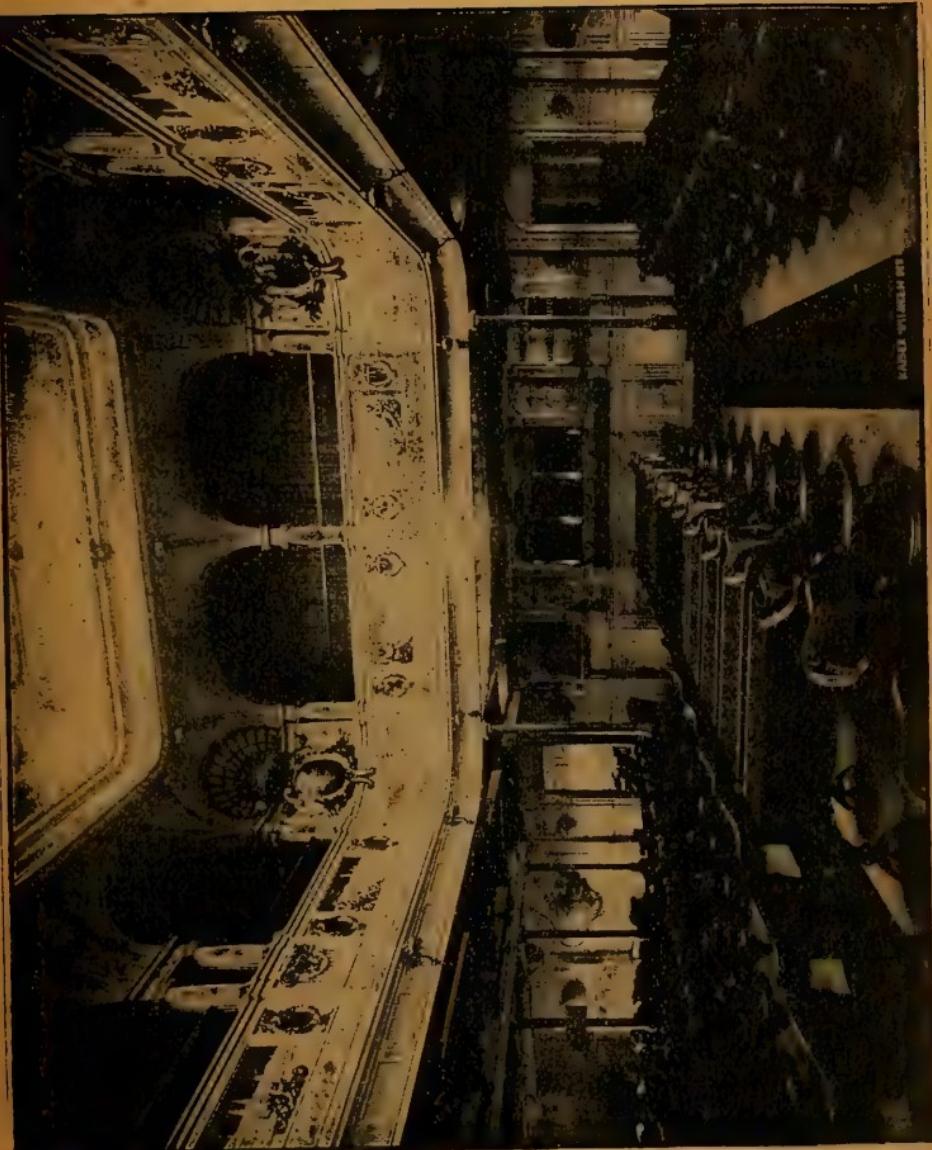
Already during the first years of the existence of the Imperial mail-steamer service some changes became necessary. In the first place the line between Trieste, Brindisi and Alexandria was rendered impossible on account of the sanitary conditions prevailing in Egypt. This line was therefore replaced by a line from Brindisi to Port Said. The latter existed until the year 1893 when the Mediterranean branch service was given up altogether, as it was decided that the steamers of the main-lines should in addition to Genoa (where they had called since 1887), also touch at Naples for the embarkation of mails in order to ensure a speedy despatch of the latter. In 1893 Parliament further decided that the branch line in the Pacific, which had proved of no practical value, should be discontinued and that a new branch-service from Singapore via Batavia to German New-Guinea should be carried on instead.

The service of the Imperial mail lines soon showed prospects of a hopeful future. The fears which on various sides had been expressed that the subsidy given by the country would only benefit the commerce of other nations, that German commerce would derive no profit from it and that the interests of the already existing lines of steamers owned by private firms, would be seriously injured, all proved without foundation. The offer of cargo for the steamers was from the beginning considerably in excess of the room available. The increase in the German exports to the countries concerned has been so rapid that no doubt as to the favorable influence of the lines can be further entertained. The interests of the lines carried on by private firms have not been injured, but rather the contrary has taken place.

In proof of this we beg to call the attention of our readers to the figures which they will find subjoined.

The total German exports to China amounted to $14\frac{1}{2}$ millions of

Expresso Stylonyr. "Kaiser Wilhelm der Grosse" Dining Saloon, First Cabin.



marks in 1887, against 47 millions in 1893, the export to Japan has during the same period risen from $4\frac{1}{3}$ millions to 26 millions, and the exports to Australia have increased from 17 millions to 114 millions.

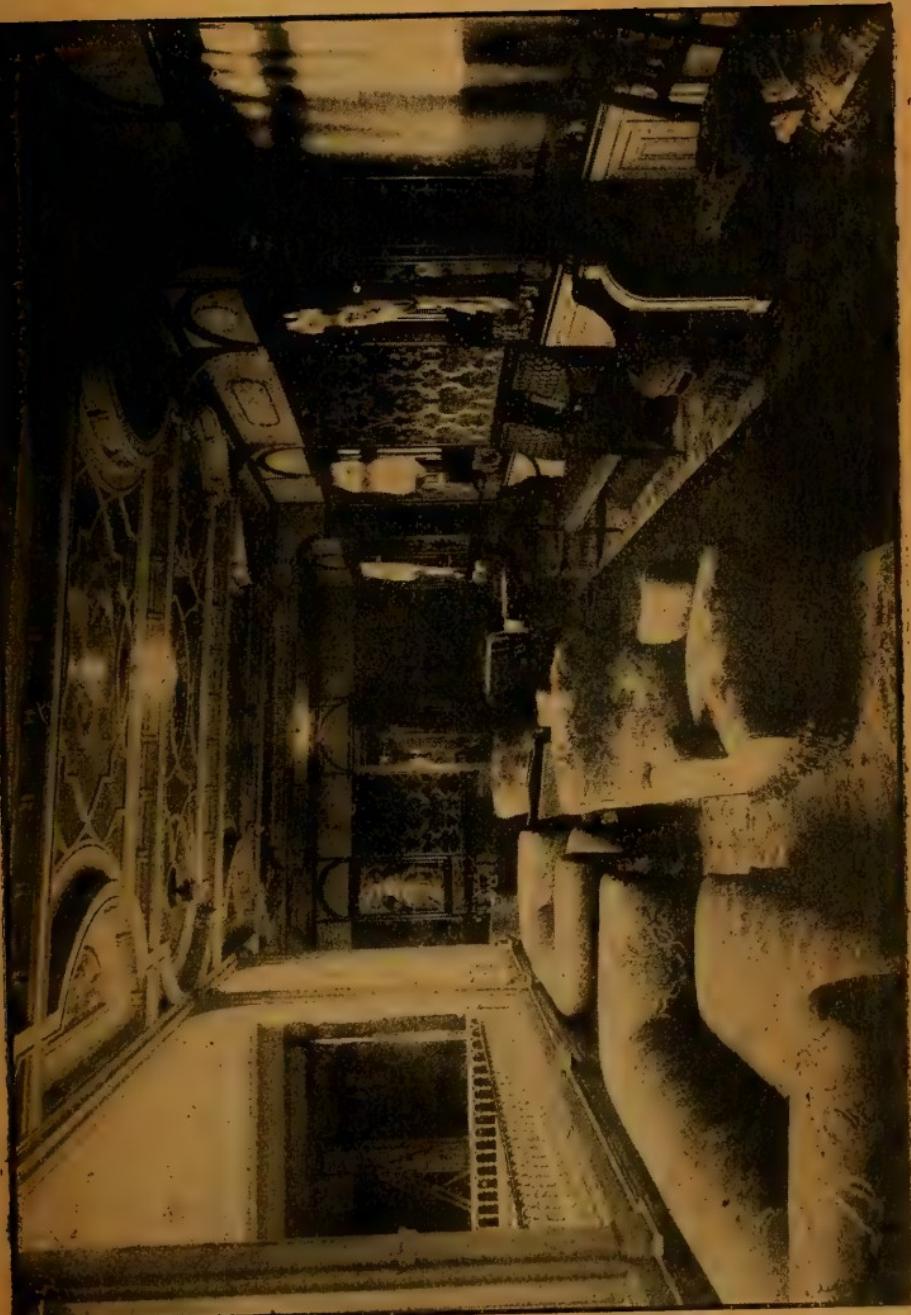
As regards the lines carried on by private firms, the German Kingsin line to Eastern Asia was already in existence before the Imperial mail lines were founded. This line despatched a steamer every four weeks; but in 1887, one year after the opening of the Imperial mail lines, the Kingsin line found itself under the necessity of doubling its service. As regards the trade to Australia before the opening of the Imperial mail lines, there existed only one line, the Sloman line. This line was of comparatively little importance to German commerce, as the steamers used to embark their cargo chiefly in Antwerp and London and only in exceptional cases sailed direct for German ports when returning. The Sloman line has it is true since suspended its service, but in its place a new company, the Australian steamship company, was founded only three years after the inauguration of the „Lloyd“ lines. The German Australian company likewise maintains a fortnightly service with Australia.

As regards the Imperial mail lines, the steamers soon proved too small for the goods that were offering, but a few years ago these lines were completely provided with much larger steamers. The alterations in the construction of some of the vessels, as well as the new additions to the fleet, which for this purpose were ordered by the „Lloyd“, on the one hand represent a work in the art of ship-building, never undertaken before to such an extent, and on the other, have created a new type of steamer which gives the fullest satisfaction. In the latter respect may be mentioned the twinscrew steamers „Prinz Regent Luitpold“ and „Prinz Heinrich“ built by F. Schichau of Danzig. As regards the re-constructions effected, the most remarkable work is the lengthening of the steamers „Bayern“, „Sachsen“ and „Preussen“ carried out by the firm of Blohm & Voss in Hamburg. Each of the three steamers was placed in a floating dock and cut through amidships just forward of the engines. The forepart of the steamer was then drawn forward by hydraulic force and a new compartment was built between the two separated parts of the vessel. — In this way the „Sachsen“ and „Bayern“ have been lengthened by fifty feet and the „Preussen“ by seventy feet. The tonnage of the two former steamers was thus augmented by about 2000 cubic metres each and that of the „Preussen“ by about 2500 cubic aetres, the speed of the steamers not being impaired by the lengthening.

At the end of this article our readers will find some statistical tables showing the development in the traffic of passengers and goods, as well as of the tonnage employed on the Imperial mail lines.

In 1892 the North German Lloyd started a special service of cargo-steamers between Bremen and New-York and between Bremen and Baltimore. For the latter, denominated the „Roland“ line, a number of new steamers were built. The dimensions of these steamers have been so arranged, as to allow them to profit by the successfully completed work of deepening the Weser, to land and embark goods at Bremen instead of at Bremerhaven. The line from Bremen to Baltimore has been formed by the large steamers of the „München“ class, all built as recently as 1889 and 1890. These two lines carry steerage

Express Steamer, "Kaiser Wilhelm der Grosse", Drawing-Room, First Cabin.



passengers and goods, the Baltimore steamers also taking a limited number of cabin passengers.

Since 1890 the traffic with New-York has been further developed by the opening of a line of fast-steamers from New-York via Gibraltar to Genoa and Naples, with occasional calls during the winter season at Algiers. Return tickets for the line Bremen and New-York can be made available for the Mediterranean line and vice versa, the passengers being at liberty to choose that route which according to the season and their plans best suits them.

During the past two years 1896/1897, the North German Lloyd has placed in service a considerable number of new vessels of the largest dimensions, retiring and disposing of its older steamers, and thus bringing to completion the rejuvenation of its large fleet so that it now controls a steamer material fitted to meet all possible requirements and in no respects is surpassed by that of any other Company. Among the new vessels deserving special mention are the four large steamers of the Barbarossa class, each of them 550 feet long, 10500 tons capacity and 20000 tons displacement. They are twin screw steamers, driven by two completely separated sets of engines of from 7000 to 8000 horse power. A special new feature of these steamers is the arrangement of the two enormous promenade decks, one above the other, giving the vessels an imposing and distinguishing appearance. The staterooms are all situated above the main deck, in the best possible location, and have won immediate favor with the traveling public because of their unusual size, comfortable arrangement and superior ventilation. The Barbarossa steamers are employed in the service between Bremen and New-York during the Summer, and in the Australian service during the Winter.

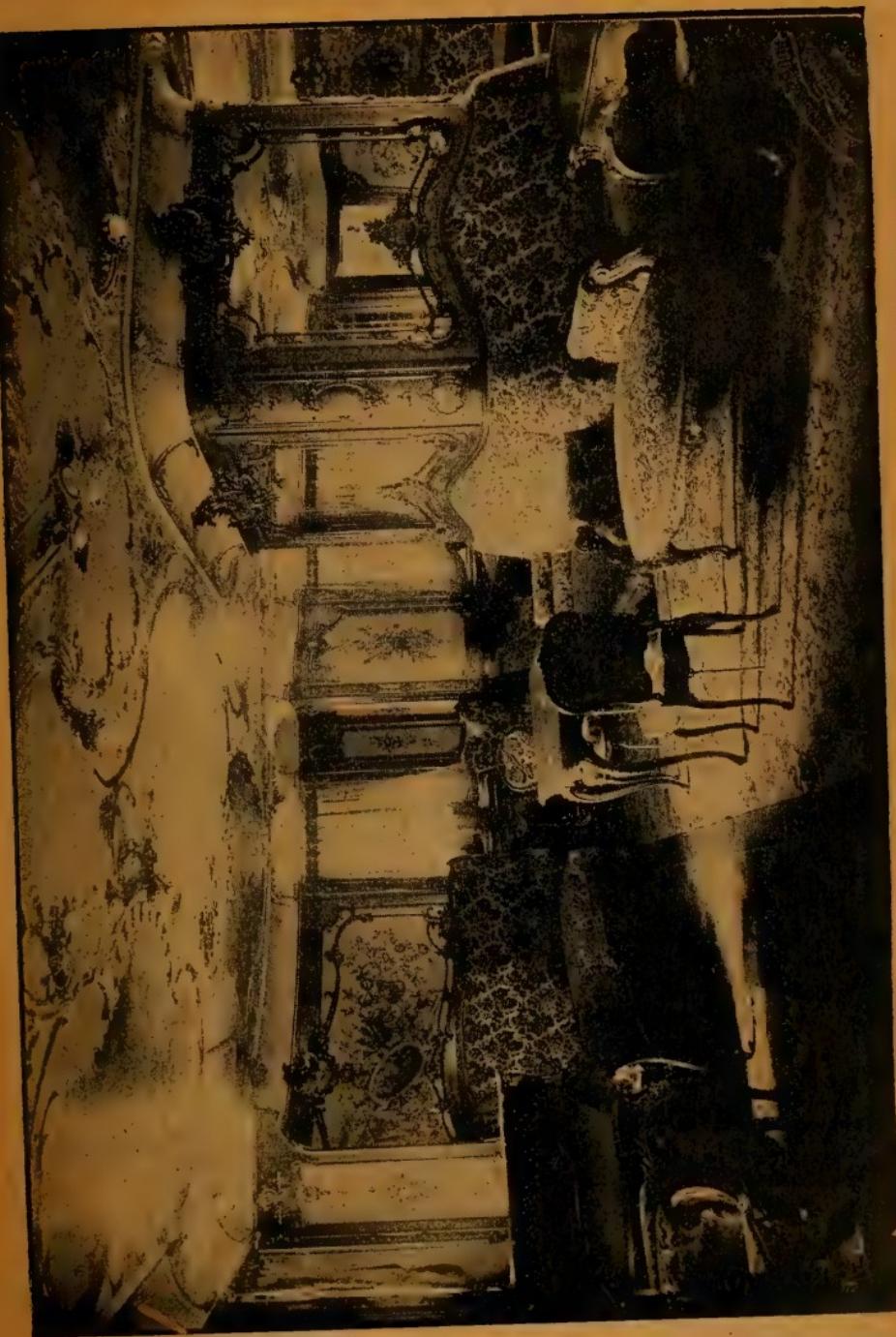
In addition toward the end of last year 1897 the new twin screw Express Steamship "Kaiser Wilhelm der Grosse" was placed on the line between Bremen and New-York and its superior arrangements and wonderful achievements have aroused the greatest interest and sensation throughout the entire world. The Kaiser Wilhelm der Grosse has a length of 648 feet over all, 66 feet beam and 43 feet depth, is of 14350 register tons and 20000 tons displacement. The vessel is designed to carry 400 First Class, 350 Second Class and 800 Steerage passengers, and has a crew of 500. The Kaiser Wilhelm der Grosse is not only the largest but also the most superb steamer now afloat.

In design, as well as in the equipment, the interior appointments of the steamer, the saloons, reading rooms, smoking rooms, drawing rooms, etc. are distinguished by their unexcelled, artistic arrangement.

The two powerful engines of 30000 horse power give the vessel a speed of 21-22 miles an hour. The first trip from Southampton to New-York was made in 5 days, 22 hours, 35 minutes, and the home trip from New-York to Plymouth in 5 days, 15 hours, 10 minutes. The average speed was 21.39 and 21.91 miles an hour respectively. The best performance for a single day was a run of 567 miles, equaling a speed of 23 miles an hour and the best speed on the third voyage from New-York to Southampton 32.35 knots giving to the steamer the best single days record and the best average record in the world.

A second twin screw Express steam ship, of about the same size as the "Kaiser Wilhelm der Grosse", the "Kaiser Friedrich", will be placed in the service between Bremen and New-York in the Spring of 1898.

Express Steamer, "Kaiser Wilhelm der Grosse", Ladies' Room, First Cabin.



The trade with South America has also been considerably increased during the last few years, some new and comfortable steamers having been especially constructed for that purpose. — In the first place we ought to mention the two new saloon-steamers „Mark“ and „Pfalz“, which, provided with all modern improvements for a voyage in the tropics, form quite a new type of tropical steamer. Their construction also allows them to steam up the river as far as Bremen and to be despatched from the latter place instead of from Bremerhaven.

Besides the steamers mentioned, the company has placed upon the River Plate line the twinscrew steamer „H. H. Meier“ and „Wittekind“.

The company further maintains a regular service by passenger and cargo-steamers to Brazil (Pernambuco, Bahia, Rio de Janeiro and Santos). The passenger-steamers leave Bremerhaven on the 10th and the cargo-boats on the 25th of each month. In connection with the arrivals of and departures of the steamers from Santos, the North German Lloyd have recently opened a branch service for passengers and goods with calls at Paranagua, São Francisco, Desterro and Rio Grande do Sul.

In conclusion we should mention that the company maintain a regular summer-service to the North Sea Islands Norderney, Borkum and Heligoland. In connection with these lines fast express-trains are run to the principal inland places. These trains are despatched from and arrive at the Lloyd Halle in Bremerhaven which is in immediate connection with the landing place of the steamers.

In the preceding pages we have given a short sketch of the rapid growth of the company. Subjoined our readers will find a list of the various lines of the North German Lloyd at present in operation:

I. Traffic to North America:

- 1) Line of fast-steamers from Bremen to New-York via Southampton and Cherbourg, Steamers employed on this line: „Kaiser Wilhelm der Grosse“, „Kaiser Friedrich“, „Havel“, „Spree“, „Lahn“, „Aller“, „Trave“, „Saale“. Departures from Bremen Tuesdays and Saturdays, from Southampton or Cherbourg Wednesdays and Sundays.
- 2) Line of fast-steamers from Genoa and Naples via Gibraltar to New-York with occasional callings at Algiers. Steamers running on this line - „Kaiser Wilhelm II“, „Werra“, „Fulda“ and „Ems“.
- 3) Line of twinscrew mail-steamers from Bremen to New-York (steamers of the Barbarossa type).
- 4) Line of mail-steamers from Bremen to Baltimore (steamers of the München type). Weekly, Thursday.
- 5) Line of mail-steamers from Bremen to Galveston.

II. Traffic to South America:

- 6) Bremen — Brazil via Antwerp, Oporto, Lisbon to Pernambuco, Bahia, Rio de Janeiro and Santos by the steamers Coblenz, Mainz, Trier.
- 7) Bremen — River Plate via Antwerp, Southampton, Corunna to Montevideo and Buenos Aires. Saloon-steamers: „Mark“, „Pfalz“, „H. H. Meier“ and „Wittekind“.

Express Steamer, "Kaiser Wilhelm der Grosse", Smoking Room, First Cabin.



- 8) Bremen—Eastern Asia via Antwerp, Southampton, Genoa, Naples, Port Said, Suez, Aden, Colombo, Singapore, Hongkong Shanghai. Steamers: „Prinz Heinrich“, „Preussen“, „Sachsen“ and „Karlsruhe“.
- 9) Bremen—Australia via Antwerp, Southampton, Genoa, Naples, Port Said, Suez, Aden, Colombo, Adelaide, Melbourne to Sydney. Steamers: „Prinz Regent Luitpold“, „Barbarossa“, „Friedrich der Grosse“, Königin Louise“, „Bremen“ etc.
- 10) Branch Line from Hongkong to Japan. Hongkong, Yokohama, Hiogo, Nagasaki and return to Hongkong Steamer: „Hohenzollern.“
- 11) Branch Line from Singapore to German New Guinea. Singapore, Batavia, Soerabaya, Friedrich Wilhelmshafen, Stephansort, Finschhafen, Herbertshöhe and Matupi. Steamer: „Stettin“.

IV. Branch Line in Asia:

- 12) From Singapore to Deli (Sumatra). Steamer: „Sumatra“.

V. European Lines:

- 13) Tow-boat service from Bremen to Hanburg.
- 14) Saloon-steamer service during the bathing-season from Bremen to Norderney and Borkum.
- 15) Saloon-steamer service during the bathing-season to Heligoland.

For the carrying on of the service on all these lines the North German Lloyd now owns a fleet of 82 steamers and 84 lighters of a total tonnage of over 300 000 including the steamers in course of construction.

The crews of the fleet represent a force of about 5500 men. One of the tables at the end of this article shows of how many persons in each grade this number is composed.

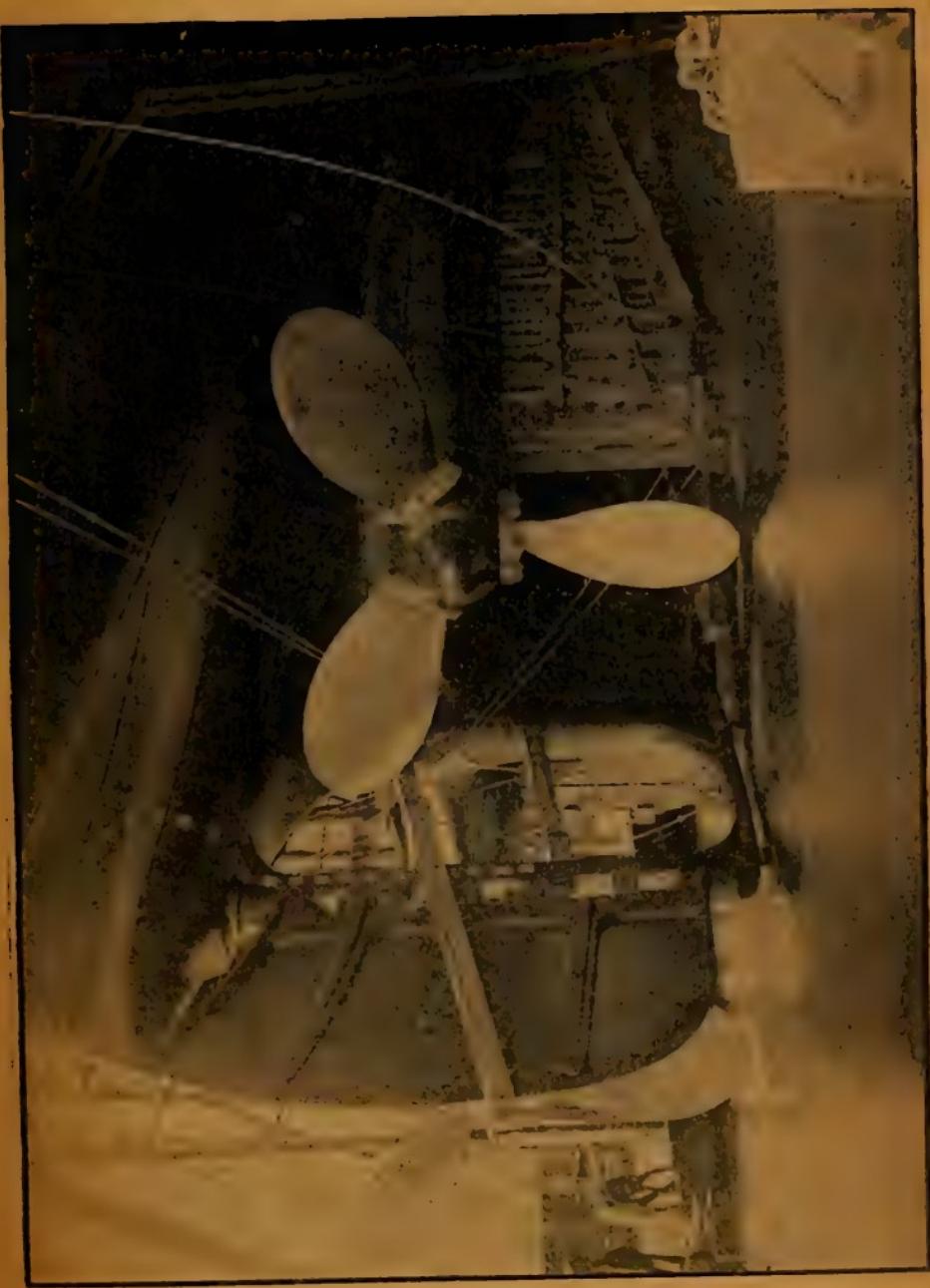
The maintenance of so many lines and of so numerous a fleet, of course, rendered it necessary that the arrangements on shore should be of a proportionate character. First of all we should mention the extensive docks and workshops for the execution of repairs at Bremerhaven. These comprise a graving-dock and other works with all modern appliances for marine engineering. The number of men constantly employed in the workshops of the North German Lloyd at Bremerhaven is about 1000. The repair works at Bremerhaven are supplemented by an establishment of a similar kind at Bremen but of a less extensive character.

The considerable traffic of passengers by the steamers of the North German Lloyd has further developed an institution for the provisioning of the steamers which in its arrangements and extent surpasses all similar establishments of other companies. The consumption of provisions and beverages on the steamers of the „Lloyd“ annually reaches a value of more than 6½ millions of marks. The annual consumption of coal is about 750 000 tons. Connected with the establishment for the provisioning of the steamers is the steam-laundry in which the whole ship's-linen is washed and disinfected after the return of the steamers to Bremen.

The North German Lloyd also possesses its own piers in New-York.

The whole of this powerful organism is controlled from the head-office of the company at Bremen. — In order to simplify the service and to secure a prompt despatch of business the following departments have been created: Central Office, Passage Department, Freight

Express Steamer, "Kaiser Wilhelm der Grosse," Scutus.



River Navigation Department. The company has provided for the welfare of its seamen and other employés, as well as for the widows and orphans of its servants by the creation of a pension-fund which has been in existence for a number of years and now possesses a capital of two millions of marks. On the 1st. January 1893 this institution was extended to include a separate pension-fund with increased endowments for the widows and orphans.

The majority of the seamen of the North German Lloyd have spent many years in the service of the company. Of the total number of 4874 seamen employed on the steamers only a portion not amounting to 25% are in their first year of service, whereas 16% are between their tenth and thirtieth year of service in the Company; as shown by the affixed table all important posts are in the hands of tried and experienced men. The numerous reports of successful cases of rescue effected at sea by the crews of the North German Lloyd are a proof of the excellent spirit which animates them.

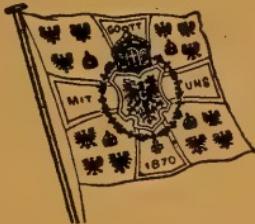
In conclusion we beg to give a translation of a letter addressed to the Company by His Majesty the German Emperor in recognition of its services.

„During my voyage to-day from the mouth of the Weser to Wilhelmshafen on board of the fast-steamer „Lahn“, I have had an opportunity to inspect the vessel in all her parts and to minutely observe how the service is carried on. I have pleasure to express to the management of the Company my full satisfaction with what I have seen on board of this steamer. In remembrance of the voyage and as it is the first time that my standard has been hoisted on board of a German merchantman, I will present this standard to the North German Lloyd with a desire that the good spirit which rules on its steamers may always be maintained.“

On board of the Express Steamer „Lahn“.

Wilhelmshaven, 22nd April 1890.





In the course of my voyage this day from the Weser to Wilhelmshaven on board the Express-Steamer "Lahn", I have availed myself of the opportunity of inspecting the vessel in all her parts, and of carefully noticing the manner in which the service is carried on. What I have observed on board this steamer has so entirely satisfied me, that I feel desirous of expressing my full approbation to the Directors. As a memento of this trip, and this being the first occasion on which I have caused my Standard to be hoisted on board a Steamer of the German Mercantile Marine, I present this Standard to the Directors, with a hope that the same excellent spirit which now prevails on board the vessels of the North German Lloyd may always be maintained.

On board the Express-Steamer "Lahn".

Wilhelmshaven, 22nd April 1890.

Wilhelm
J. R.

To the Directors of the North German Lloyd in Bremen.

The inimitable Mark Twain, in one of his happy moments, has aptly and deservedly added his invaluable testimony to the sterling worth and inestimable working capacity of the North German Lloyd, in the following private letter to a friend:



Dampfer "Havel"

at Sea. June 19/92

My Dear Doctor:

When you make a sea voyage, make it in the Havel. This is the delightful ship I was ever in. One can wrote in her as comfortably as he can at home. I have entertained myself first-rate.

with writing an article about
this & other vessels which I
have voyaged in, & if I were
going to write a book I
think I would try to get my
family's leave to take a
room in the Kavel & ferry
back & forth till the book
was finished. I will give
that idea to some bachelor
author. He will find it
worth his while to try it.

I expect to start back in
the Kaiser William II the
16th of July, & shall hope
to see you in Bremen &
thank you for the many
kindnesses & courtesies
you showed me.

Sincerely Yours
S. L. Clemens

(Mark Twain)

Table of Distances between the different ports in Miles.

(A Mile = 1852 m.)

Bremerhaven-America.

Bremerhaven-Southampton Water	458 Miles.
Southampton-New-York or Cherborg-New York	3100 "
<hr/>	
Bremerhaven New York	3558 Miles.
Dover-Nab Light-ship .	100 Miles.
Needles-Lizard	146 "
Sandy Hook-New York	24 "
Bremerhaven-Plymouth	560 Miles
Bremerhaven-Baltimore	3880 "
Cape Henry-Baltimore	154 Miles.

Genoa-New York.

Genoa-Algiers	535 Miles.
Genoa-Gibraltar	850 "
Gibraltar-New York	3250 "
Genoa-New York	4100 "
Naples-Genoa	336 "
Naples-Gibraltar	974 "

Table of distances (continued).

Brazil.

River Plata.

	Bremerhaven											
	Antwerp	370	370	Antwerp								
Oporto	936	1306	1130	760	Co-	runa						
Lisbon	171	1107	1477	1260	880	120	Vigo					
St. Vinct.	1560	1781	2667	3037	2163	1783	1023	903	Las. Palm.			
P' buco	1611	3171	3342	4278	4648	3023	2653	1893	1773	870	St. Vinct.	
Bahia	370	1981	3541	3712	4648	5018	6703	6333	5673	5453	4550	Monte video
Elo	720	1090	2701	4261	4432	5368	5738	6618	6448	5688	4665	3795
Santos	190	910	1280	2891	4451	4622	5558	5928			115	Br. Arias

Rio de Janeiro-Montevideo 1024 Miles.
 Antwerp-St. Vincent direct 2574 "
 Coruña Vigo 120 "
 Vigo-Lisbon 278 "
 Oporto-Lisbon 140 "
 Lisbon-Las Palmas 700 "
 Las Palmas-St. Vincent 870 "

Bremerhaven-Flushing (Easterly Entrance) 281 Miles.
 Bremerhaven-Flushing (Westerly Entrance) 303 "

Eastern Asia.

Table of distances (continued)

Australia.

Eastern Asia.		Australia.	
	Bremenhaven		
		Ant- werp	370
South- ampt.	244	614	614
		South- ampt.	244
Genua	2134	2378	2748
		2714	2378
Nap- les	336	2470	3084
		3084	2714
Port Said	1110	1446	3690
		3690	4194
Eos	87	1197	1533
		1533	3667
Aden	1308	1395	2505
		2505	2841
Co- lombo	2093	3401	3488
		3488	4934
Sing- apore	1570	3663	4971
		4971	5058
Hong- kong	1407	3007	5100
		5100	6408
Shang- hai	870	2307	3877
		3877	5970
XXX		7278	7385
		8475	8811
		10945	11189
		11189	11559
		13105	12715
		12491	10357
		10021	8911
		8824	7516
		6423	1045
		560	560
		Mel- bourne	Sydney

Table of distances (continued).

Singapore **New Guinea.**

Singapore	New Guinea.			
	Ba-taria	Ba-taria	Ba-taria	Ba-taria
Friedr.-Wilh.-Hafen	2570	3092	3293	1913
Ste-phan-ort	18	2578	3110	361
Finsch-ort	184	182	2742	893
Herr-bergs-höhe	360	524	5442	1020
				Scena-baya
				Am-boina
				Friedr.-Wilh.-Hafen
				Ste-phan-ort
				Herr-bergs-höhe

Hongkong-Japan.

Hongkong-Yokohama	1590	Miles.
Yokohama-Hiogo	346	"
Hiogo-Nagasaki	389	"
Hongkong-Nagasaki	2325	Miles.
Nagasaki-Hongkong direct	1067	"

A. Transportation of passengers.

1. Rates for through tickets, or rates for circular tours, are arrived at by a combination of given rates.
2. Tickets are issued only for first and second class railway transportation in connection, with steamship tickets reading via the lines of the North German Lloyd.
3. The Tickets are not transferable.
4. Tickets are good 12 months from date of sale. Date of final limit is shown on cover of ticketbook.
5. The tickets are good for all regular trains. For the use of Vestibule trains, passengers holding I or II Class tickets, are required to pay the usual excess fare. For the use of sleeping cars, passengers are required to pay the regular sleeping car rate.
6. Children not over 4 years of age are carried free.
Children between the ages of 4 and 10 years, are carried two on one whole ticket. For one child alone, full fare has to be paid.
7. By payment of the difference in the second and first class fares, second class passengers can change at their pleasure from second to first class.
8. Tickets must be shown to Conductors or other railway officials, when required.
9. Passengers can stop over on final limit tickets, at all stations designated on such tickets. At all other stations, stop overs are granted upon application to the Stationmaster, (Stationsvorstand) who will endorse tickets.
10. The coupons of tickets are collected either by Conductors on trains, or station officials upon arrival at destination.
11. Claims for unused booktickets or coupons should be addressed for adjustment with proper explanation to the North German Lloyd, Passage Dept. Bremen.

B. Transportation of baggage.

1. Baggage is only checked through to those stations to which a baggage tariff exists.
 2. The amount of baggage carried free by the railways is in no case more than 25 kg., while on a number of railways all baggage carried has to be paid for. It is therefore advisable to send heavy baggage by „freight“, as the time in transit is not long, and charges very reasonable.
 3. Passengers having baggage destined to points beyond Berlin, Leipzig, or Vienna, and going via these points, have to make arrangements for its transfer between the different stations in these cities.
 4. The presence of passengers at custom house stations, at the time of baggage examination, is absolutely necessary, as the railway companies cannot be held responsible for any loss or delay, occurring through passengers absence.
-

The fleet of the North German Lloyd, the largest of the world,
has a total tonnage of more than 300,000 Register-Tons.

Steamers of the North German Lloyd S. S. Co.

No.	Steamers	Commanders	Re- gistered tonnage	Horse- power
1	Kaiser Wilhelm d. Grosse	H. Engelbart . . .	14000	28000
2	Kaiser Friedrich . . .	L. Störmer . . .	12800	25000
3	Kaiser Wilhelm II . . .	D. Högemann . . .	6991	6500
4	Havel	H. Christoffers . . .	6963	12500
5	Spree	A. Meier	6963	12500
5	Lahn	C. Pohle	5097	9000
7	Trave	C. Thalenhorst . . .	5262	9000
8	Saale	B. Blanke	5220	9500
9	Aller	R. Nierich	5217	7500
10	Ems	A. Harrassowitz . . .	4912	7000
11	Fulda	B. Petermann . . .	4814	6300
12	Werra	J. Mirow	4815	6300
13	Barbarossa	A. Richter	10500	7000
14	Friedrich der Grosse . . .	M. Eichel	10500	7000
15	Königin Luise	W. v. Schuckmann . . .	10500	7000
16	Bremen	W. Reimkasten . . .	10500	8000
17	Prinz Regent Luitpold . . .	H. Walter	6592	5500
18	Prinz Heinrich	O. Cüppers	6613	5500
19	Bayern	L. Prehn	5343	3500
20	Sachsen	H. Supmer	5338	3500
21	Preussen	P. Wettin	5615	3500
22	H. H. Meier	C. Steencken . . .	5475	3800
23	Weimar	Fr. Mentz	5318	3200
24	Oldenburg	H. Gathemann . . .	5318	3200
25	Gera	W. Meissel	5319	3200
26	Darmstadt	A. von Cöllen . . .	5316	3200
27	Stuttgart	D. Köhlenbeck . . .	5349	3300
28	Karlsruhe	C. von Bardeleben . .	5347	3300
29	München	W. Kuhlmann . . .	4801	3200
30	Dresden	O. Gross	4802	3200
31	Crefeld	H. Bruns	3970	1800
32	Bonn	A. Winckel	3970	1800
33	Aachen	H. Hashagen	3970	1800
34	Halle	E. Raetz	3960	1800
35	Roland	J. Jantzen	3720	2500
36	Wittekind	W. Franke	4997	2700
37	Wilhelma	C. von Borell . . .	4998	2700
38	Pfalz	H. Winter	4604	2500
39	Mark	H. Ahrens	3932	2500

No.	Steamers	Commanders	Re-gistered tonnage	Horse-power
40	<i>Coblenz</i>	W. Bodenstedt	3169	1500
41	<i>Mainz</i>	P. Albrecht	3204	1500
42	<i>Habsburg</i>		3217	2300
43	<i>Hohenzollern</i>	H. Bleeker	3288	2300
44	<i>Stettin</i>	A. Zachariae	2200	1500
45	<i>Sumatra</i>	L. Klugkist	584	330
46	<i>Willkommen</i>	H. Budelmann	409	500
47	<i>Kehrewieder</i>	J. Vöge	499	570
48	<i>Retter</i>	G. Ahlers	361	650
49	<i>Quelle</i>	D. Hegermann	151	60
50	<i>Forelle</i>	C. Meyerdiercks	298	650
51	<i>Lloyd</i>	M. Hovers	297	300
52	<i>Hecht</i>	Th. Michel	244	650
53	<i>Vulcan</i>	J. Freerks	200	300
54	<i>Neptun</i>	R. Büssenschütt	78	220
55	<i>Mercur</i>	W. Seggeling	124	360
56	<i>Apollo</i>	C. Strodtthoff	73	220
57	<i>Comet</i>	J. Frohböse	107	180
58	<i>Libelle</i>	J. Künnig	74	250
59	<i>Herkules</i>	J. Meyerdiercks	244	370
60	<i>Centaur</i>	J. Hovers	177	340
61	<i>Lachs</i>	H. Högemann	270	550
62	<i>Saturn</i>	H. Silbersdorf	125	300
63	<i>Najade</i>	C. Wurtmann	725	2000
64	<i>Cyklop</i>	F. Hilgerloh	73	200
65	<i>Seeadler</i>	H. Burosse	532	1000
66	<i>Planet</i>	W. de Vries	44	90
Building:				
67	<i>Trier.</i>			



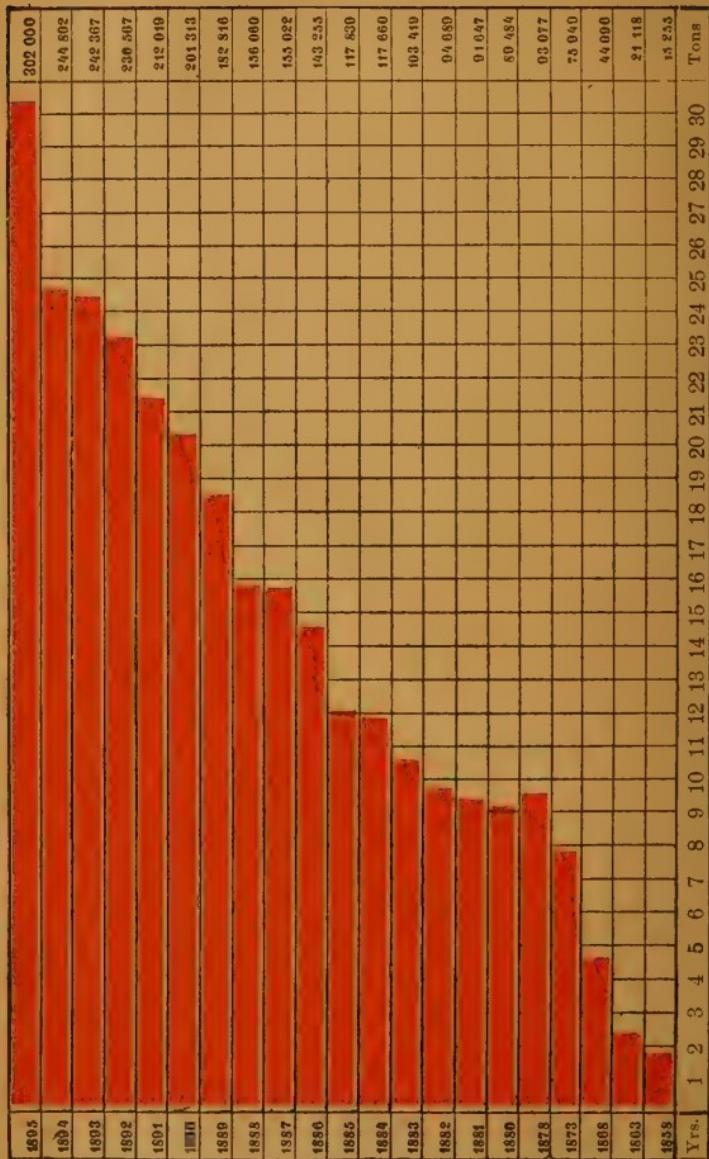
Total time of service of the officers and men of the entire fleet of the
North German Lloyd.

Compiled on May 1st 1897.

Charge.	Year of ser-vice	Years of service										more than 25 years of service
		1st	2nd	3d	4th	5th	6th	7th	8th	9th	10th	
captains	70	1								1	1	18
officers	168	12	31							11	16	11
doctors	24	21	10							7	1	1
pursers	88		10	6	1	2	1	3	5	3	10	8
assistant-purser	22									5	1.	1
boatswains	77			5	2	7	6	7	6	3	23	4
carpenters	92	10	11	7	2	4	9	6	10	4	3	6
quartermasters	167	8	6	11	13	14	13	13	15	9	16	25
sail-makers	24	1	2	3	1	2	2	1	3	2	1	4
steerage-stewards	131	13	10	8	3	6	6	8	7	10	11	31
able sailors	521	132	63	54	59	43	44	28	26	27	7	25
ordinary sailors	196	76	45	36	22	12	3		1	1		11
boys	137	111	21	4	1							13
chief-engineers	243	4	4	4	4	16	11	19	15	14	14	28
assistant-engineers	156	63	36	21	15	9	3	2	2	1	2	2
smearer	71	7	5	6	8	3	8	4	3	9	13	2
brazier	19	2	3	2	3					1		1

North German Lloyd, Bremen.

Development of the tonnage of the fleet of the North German Lloyd
1858—1896.



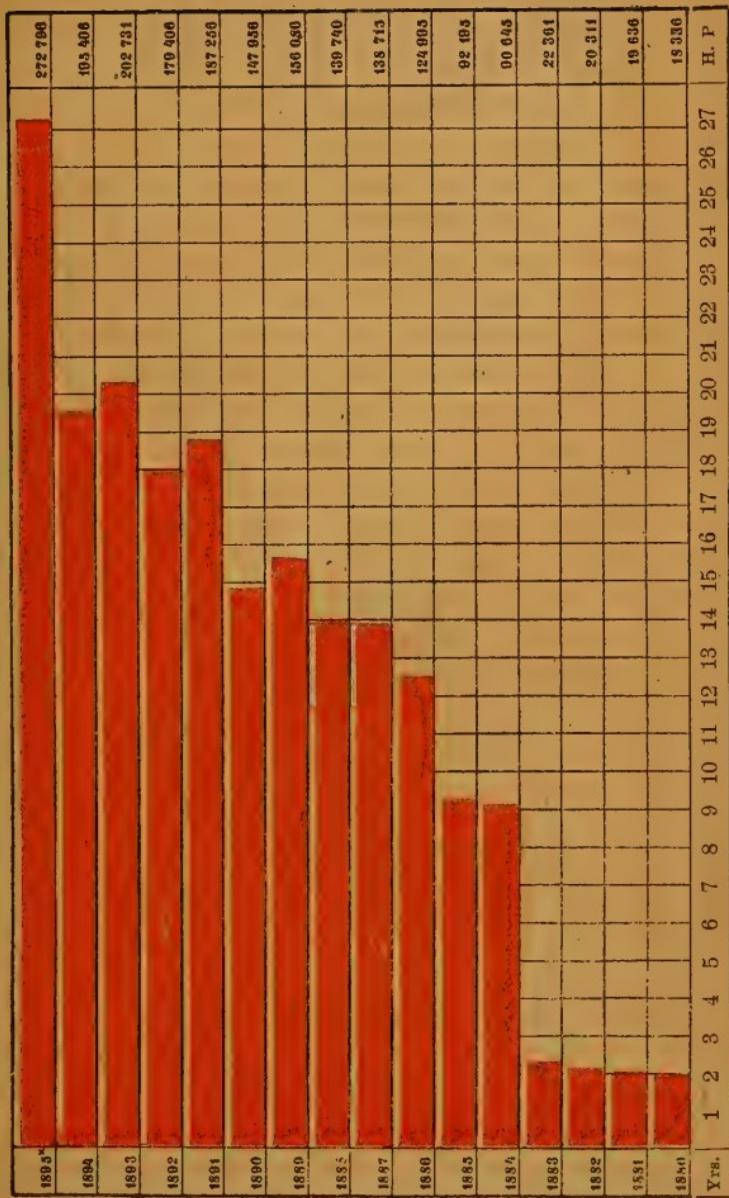
Each column = 10,000 tons.

Total tonnage of the fleet of the North German Lloyd for the year 1896
(including ships building)

= 302 166 I. T.

North German Lloyd, Bremen.

Development of the Engine Power on the steamers of the North German Lloyd
1880—1895.



Each column = 10,000 H. P.

including steamers building.

North German Lloyd, Bremen.

III.

Total number of all Transatlantic Lines, carrying passengers to New York
in the year 1895.

S. S. Lines	1	2	3	4	5	6	Passen- gers
North German Lloyd	63 887						
American and Red Star Line	33 170						
Hamburg-American Line	43 101						
White Star Line	42 530						
Ounard Line	41 300						
Anchor Line	29 493						
General Transatlantique Co.	24 030						
Nied.Amerik.Dampfsoh.Ges.	10 548						
Tbingwalla Line	7 436						
Fabre Line	7 407						
Scandia Line	6 445						
Union Line	6 404						
Allian State Line	0 021						
Miscellaneous Lines	2 040						
Baltic Line	347						
Florio Rubatine Line	94						

Each column = 10 000 passengers.

Total number of passengers, carried by the North German Lloyd, since the beginning
= 3 247 287.

North German Lloyd, Bremen.

IV

Mail carried from the United States to Europe
Financial year 1893-1894.

S. S. Lines	Less than 50 000	50 000 to 1 000 000	1 000 000 to 100 000 000	More than 100 000 000	Grammes Letters and Printed matter
North German Lloyd					671 207 018
Cunard Line (<i>New York</i>)					323 370 488
Inter. Navig. Co. (<i>America</i>)					225 988 154
Hamburg-American Line					174 402 002
White Star Line					172 752 890
Général Transatlantique Co.					131 904 828
Liverpool & Great Western					10 513 483
Inter. Navig. Co. (<i>Engl.</i>)					14 007 603
Cunard Line (<i>Boston</i>)					5 589 084
American & African Line					1 100 918
Union Line					512 517
Niederl. Am. Dampfsch. Ges.					35 003
Anchor Line					23 180
Red Star Line					19 012
Thingwalla Line					1 233
American Line (<i>America</i>)					567

Total weight of the American-European Mail = 1 938 250 793 grammes.

Mail carried by the North German Lloyd = 671 207 618 grammes.

North German Lloyd, Bremen.

V.

Value of provisions consumed on board the steamers of the North German Lloyd.
1869—1895.

Yrs.	5	10	15	20	25	30	35	40	45	50	55	60	Value in Marks
1863													5 607 913
1864													5 400 005
1863													6 061 507
1862													6 302 104
1861													5 943 430
1860													5 165 075
1860													4 890 518
1860													3 839 729
1861													3 370 030
1862													2 544 410
1863													2 273 053
1864													2 444 410
1863													2 313 023
1862													2 866 558
1863													2 858 537
1864													2 238 401
1863													1 830 600
1862													1 630 000
1861													1 750 000
1860													1 620 000
1860													1 416 000
1861													2 358 000
1862													3 027 000
1863													2 730 000
1864													2 211 700
1865													1 612 000
1866													1 805 000

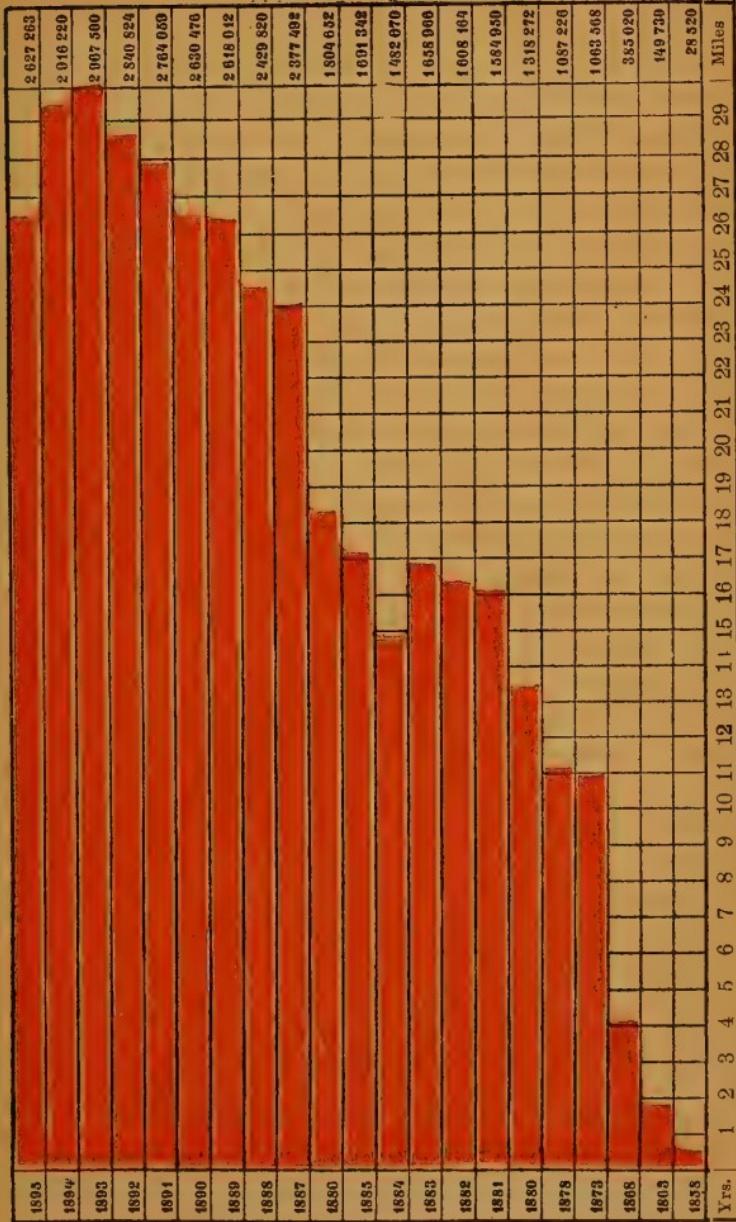
Each column = 500 000 Marks.

Total consumption of provisions 1869—1895 = Mk. 93 573 654.

North German Lloyd, Bremen.

VI.

Distances made by the steamers of the North German Lloyd from
1858—1895.



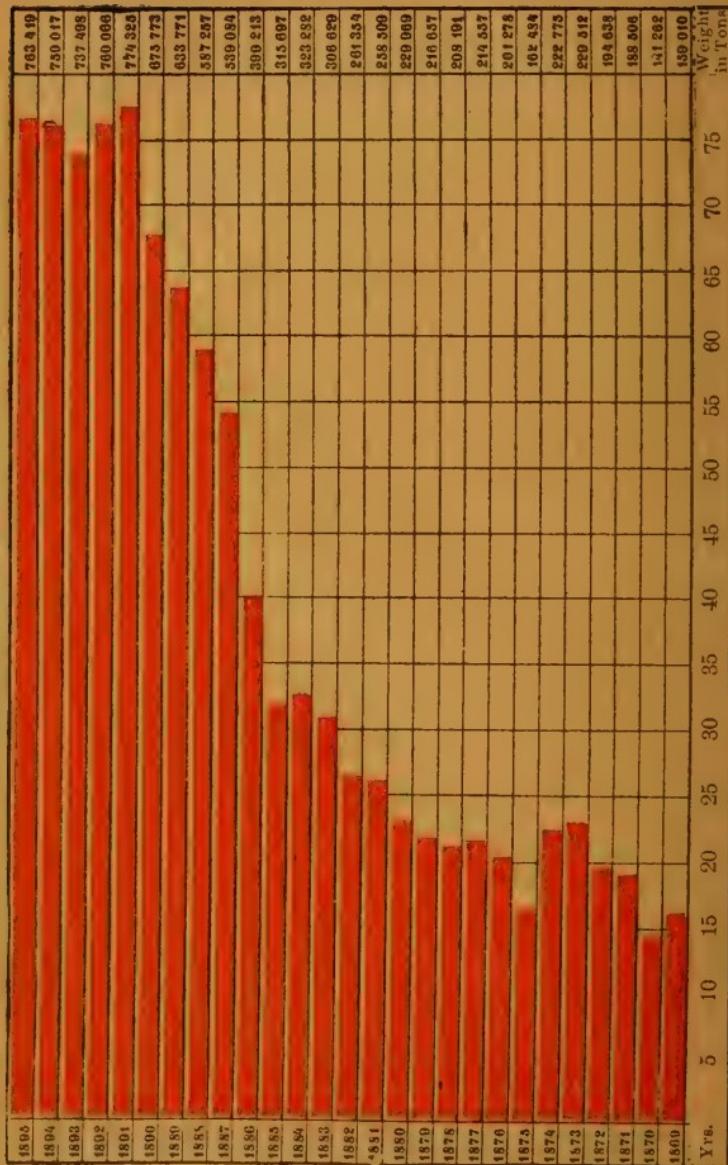
Each column = 100,000 miles.

Distance made in 1895 = 2 627 263 equal to 121 times round the globe.

North German Lloyd, Bremen.

VII.

Consumption of coal on the steamers of the North German Lloyd from 1869—1895.



Each column 50,000 tons.

Total consumption of coal on the Lloyd steamers from 1869—1895
11,223,733 tons.

UNITED STATES.

UNITED STATES.

The domain of the United States now includes 45 States, and 4 Territories and two Districts. The States are

Alabama, Arkansas, California, Colorado, Connecticut, Delaware, Florida, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Hampshire, New Jersey, New York, North Carolina, North Dakota, Ohio, Oregon, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Utah, Vermont, Virginia, Washington, West Virginia, Wisconsin, Wyoming.

The Territories are, *Arizona, Indian Territory, New Mexico, Oklahoma, and the District of Columbia and District of Alaska.*

When the United Colonies won there independence by the Revolution war, from 1775 to 1783, the States formed a loose confederation until 1787. At that time the constitution of the United States was framed by Washington, Franklin, Hamilton, Jay, Livingston, Madison, Sherman and others, and this system of government was accepted by each of the States; in 1789 Washington became the first President.

There was originally 13 States, Connecticut, Delaware, Georgia, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina and Virginia. Maine was taken from Massachusetts, Vermont from New Hampshire and New York, and West Virginia from Virginia. The remaining States and Territories have risen from later won domains from the Republic.

The population of the United States, amounted in 1790, to 3,929,214; in 1890, to 62,622,250. The area is 3,527,009 square miles.

The Government of the United States is in fact a republic of republics. It is more than a league of States, because it has direct authority over every citizen. The Federal Government, concentrated

in the District of Columbia, administrates the foreign relations, the army and navy, the postal service, foreign and domestic commerce, currency, copyrights and patents and the Federal courts of justice.

The State Governments have authority upon all other local matters.

The States existed before the Federal Government was founded, and though they are subordinate to the Federal Government, they could exist without it, as independent republics. The President and Vice-President are chosen by electors, the people of each State choosing by vote as many electors as the State has members of both houses of Congress.

The President is commander-in-chief of the army and navy, but never officially enters the field of war. He appoints the chief executive officers of the Government.

The Cabinet includes the Secretaries of State, of the Treasury, of War, of the Navy, of the Interior, and of Agriculture, the Postmaster-General and the Attorney-General.

The Congress of the United States is composed of the Senate and the House of Representatives. The Senate includes 88 Senators, two being elected by the legislature of each State, for a term of 6 years.

The House of Representatives include 356 members elected every two years by the direct vote of the people.

The United States Army consists of 27,390 men, in ten regiments of cavalry, five of artillery and 25 of infantry.

The organized militia numbers 112,000 men, and the unorganized militia includes 8,600,000 men.

The United States Navy includes 8,000 men, and about 75 vessels of the old fleet, and 44 vessels of the new navy, some of them still under construction.

The census of 1890 shows that the United States possesses 3 cities with more than a million inhabitants, they are New York, Chicago, Philadelphia. Besides these 24 cities have more than 100,000 inhabitants.

Table of Railway and Steamboat Fares

From New York to the Leading Cities and Places of Interest in the UNITED STATES.

The Railway named is that by which the traveler leaves New York.

The rates given are liable to slight variations. They are both for unlimited and limited tickets. Unlimited tickets are good until used, and permit of stop-over at any place and for any time en route. The limited tickets are good for continuous passage only, and will not permit of stop over. We do not give the price of excursion-tickets (good for passage both ways).

From New York to	via	Un-limited Doll.	Limi-ted Doll.
Aiken, S. C. . . .	Baltimore, Washington, West Point		22,80
" " . . .	Washington, Richmond, and Ports-mouth		23,—
Albany, N. Y. . . .	Hudson River or West Shore R. R.	3,10	
" " . . .	Steamboat	2,—	
Atlanta, Ga. . . .	Washington, Norfolk and Ports-mouth, or Shenandoah Valley		24,—
" " . . .	Baltimore and West Point		23,—
Atlantic City, N.J.	Pennsylvania or New Jersey		
	Southern R. R.	3,25	
Augusta, Ga. . . .	Baltimore, Norfolk, Weldon, and Columbia		23,—
" " . . .	Washington, Richmond, and Wil-mington		23,—
" " . . .	Washington, Lynchburg, and Danville		23,—
Baltimore, Md. . . .	Pennsylvania R. R.	5,30	
" " . . .	Baltimore and Ohio R. R.	5,30	
Boston, Mass	New York and New Haven R. R.	5,	
" "	Fall River, or Stonington, or Pro-vidence, or Norwich steamers	3,—	

From New York to	via	Un-limited Doll.	Limi-ted Doll.
Buffalo, N. Y. . .	New York Central R. R.		9,25
" " .	Erie, West Shore, or Lehigh Valley		8,—
Burlington, Iowa . .	New York Central or Pennsylvania		26,15
" " .	Erie, West Shore, or Lehigh Valley		24,15
Burlington, Vt. . .	Baltimore and Ohio R. R.		23,15
Cape May, N. J. . .	New York Central & Hudson River	7,64	
Charleston, S. C. . .	Pennsylvania R. R.		4,15
" " .	Baltimore, Norfolk & Weldon		21,20
" " .	Washington and Richmond		21,20
" " .	Washington, Lynchburg, Danville, Charlotte, and Columbia		21,20
Chattanooga, Tenn. . .	Steamer (Pier 19, East River)	20,—	24.—
" " .	Washington, Lynchburg and Bristol		
" " .	Washington, Lynchburg, Asheville and Knoxville		24,—
Chicago, Ill. . . .	Baltimore and Ohio, and Shen- andoah Valley		24,—
" " .	New York Central or Pennsylvania		20,—
" " .	Erie, West Shore, or Lehigh Valley		18,—
Cincinnati, Ohio . .	Baltimore and Ohio R. R.		17,—
" " .	New York Central or Pennsylvania		18,—
" " .	Erie, West Shore, or Lehigh Valley		16,—
Cleveland, Ohio . .	Baltimore and Ohio R. R.		16,—
Colorado Springs Col. .	New York Central or Pennsylvania		13,—
" " "	Erie, West Shore, or Lehigh Valley		12,—
Colorado Springs Col. .	New York Central or Pennsylvania		48,75
" " "	Erie or West Shore		46,75
Columbus, Ohio . .	Baltimore and Ohio or Lehigh Vall.		45,75
" " .	New York Central, Erie, or Penn- sylvania R. R.		16,25
" " .	Baltimore and Ohio or Lehigh Valley		15,—
Delaware Wat.-Gap. Pa. . . .	Morris and Essex (Delaware, Lacka- wanna, and Western) R. R.	2,55	
Denver, Col. . . .	New York Central or Pennsylvania		48,75
" " .	Erie or West Shore R. R.		46,75
" " .	Baltimore and Ohio, or Lehigh Valley		45,75
Detroit, Mich. . . .	New York Central or Pennsylvania		16,25
" " .	Lehigh Valley and Canada R. R.		13,50
Frankfort, Ky. . . .	New York Central, Erie, or Penn- sylvania R. R.		20,30
Galveston, Texas . .	Lehigh Valley R. R.		17,30
	New York Central, Erie, Pennsyl- vania, or Baltimore and O. R. R. (Western Route)		46,30

From New York to	via	Un-limited Doll.	Limi-ted Doll.
Galveston, Texas . .	Washington, Atlanta, and New Orleans		46,30
" " "	Lehigh Valley R. R.		43,30
Hartford, Conn. . .	Steamer (Pier 20, East River)	50,—	
Hot Springs, Ark.	New York and New Haven R. R.	2 55	
	Pennsylvania, Erie, Baltimore and Ohio, or New York Central R. R.		35,40
" Houston," Texas "	Lehigh Valley R. R.		32,40
	New York Central, Erie, Pennsylvania, or Baltimore and Ohio R. R. (Western Route)		44,80
" " "	Washington, Atlanta, and New Orleans		44,80
" Indianapolis," Ind. . .	Lehigh Valley R. R.		41,80
" " "	New York Central or Erie		19,—
	Baltimore and Ohio R. R.		17,—
" Jacksonville, Fla. . .	Lehigh Vallay R. R.		16,—
" " "	Baltimore, Norfolk and Weldon Washington, Richmond, and Wilmington		28,95
" " "	Washington and Atlanta, or Columbia		29,15
" " "	Lehigh Valley R. R.		29,15
" " "	Steamer (Pier 19, East River)	25,—	28,75
Kansas City, Mo. . .	New York Central or Pennsylvania Erie or West Shore R. R.		31,75
" " " "	Baltimore and Ohio or Lehigh Valley		29,75
" " " "	Washington, Atlanta, and Memphis		28,75
Leadville, " Col. . .	New York Central or Pennsylvania Erie or West Shore R. R.		31,75
" " " "	Baltimore and Ohio or Lehigh Valley		56,75
" " " "	Washington, Atlanta, and Memphis		54,75
Little Rock, Ark. . .	Pennsylvania R. R., Baltimore and Ohio R. R., and St. Louis or Cairo		53,75
" " " "	Baltimore and Ohio R. R., and St. Louis or Cairo or Lehigh Valley		33,—
" Long Branch, N. J. .	Washington, Atlanta and Memphis Central R. R. of New Jersey		30,—
" " " "	New Jersey Southern (Pier 14. North River)	1,—	30,—
Los Angeles, Cal. . .	Pennsylvania or New York Central Erie or West Shore R. R.		1,—
" " " "	Baltimore and Ohio or Lehigh Vall.		81,75
" " " "			79,75
" " " "			78,75

From New York to	via	Un-limited Doll.	Limi-ted Doll.
Los Angeles, Cal.	Washington, Atlanta, New Orleans and So. Pac. R. R.		81,75
Louisville, Ky.	New York Central or Pennsylvania Erie or West Shore R. R.	20,50	21,50
" "	Baltimore and Ohio or Lehigh Valley		18,50
Lynchburg, Va.	Pennsylvania or Baltimore and Ohio R. R.		11,70
Madison, Wis	New York Central or Pennsylvania Erie or West Shore R. R.		23,90
" "	Baltimore and Ohio or Lehigh Valley		21,90
Mauch Chunk, Pa.	Morris and Essex, or New Jersey Central, or Lehigh Valley R. R.	3,45	20,90
Memphis, Tenn.	Cincinnati and Louisville (Western Route)		29,50
" "	Washington and Lynchburg (Atlanta and Birmingham)		29,50
" "	Lehigh Valley R. R.		26,50
Mexico, Mex.	New York Central, Erie, West Shore, Baltimore and Ohio, Lehigh Valley, or Pennsylvania R. R. via Laredo		78,—
Milwaukee, Wis.	New York Central or Pennsylvania Erie or West Shore R. R.		22,55
" "	Baltimore and Ohio or Lehigh Valley		20,55
Minneapolis, Minn.	New York Central or Pennsylvania Erie or West Shore R. R.		19,55
" "	Baltimore and Ohio or Lehigh Valley		31,50
Mobile, Ala.	Cincinnati and Louisville (Western Route)		29,50
" "	Baltimore or Washington (Southern Route)		28,50
Montgomery, Ala.	(Same routes as to Mobile) (Southern Route)		32,—
Nashville, Tenn.	Cincinnati and Louisville (Western Route)		32,—
" "	Washington and Lynchburg (Southern Route)		25,65
New Haven, Conn.	New York and New Haven R. R.	1,50	25,65
New Orleans, La.	Cincinnati direct (Western Route)		32,—
" " "	Harrisburg, Roanoke and Chattanooga (or B. and O.) and Lehigh Valley		31,—

From New York to	via	Un-limited Doll.	Limi-ted Doll.
New Orleaus, La.	Washington, Richmond (or B. and O.) and Atlanta		34,—
" " "	Washington, Lynchburg, Charlotte and Atlanta		34,—
" " "	Washington, Richmond, Weldon and Seaboard Air Linie		24,—
" " " Newport, R. I.	Steamer (2 lines)	35,—	
	New York and New Haven R. R.	4,50	
	Fall River steamers	2,—	
Niagara Falls	New York Central		9,25
" " " Norfolk, Va.	West Shore, Lehigh Valley, or Erie		8,—
	Pennsylvania R. R.		11,80
" " " Northampton, Mass.	Baltimore and Ohio, and Bay Line	8.30	
	New York and New Haven R. R.	4,25	
Oil City, Pa.	Erie R. R.		10,90
Omaha, Neb.	New York Central or Pennsylvania		32,75
" " "	Erie or West Shore R. R.		30,75
" " "	Baltimore and Ohio or Lehigh Valley		29,75
Philadelphia, Pa.	Pennsylvania or New Jersey Central	2 50	
Pittsburg, Pa.	Pennsylvania or New Jersey Central	12,50	
" " " Pittfield, Mass.	Baltimore and Ohio R. R.		10,50
	New York and New Haven R. R.	3,90	
Plattsburg, N. Y.	New York Central and Hudson River		8,—
Portland, Me.	New York and New Haven R. R.	8,—	
" " " Portland, Ore.	Steamer to Boston, thence by R. R.	7,—	6,50
	Pennsylvania or N. Y. Central		81,50
	Erie or West Shore R. R.		79,50
" " "	Canada Pacific		74,—
" " "	Baltimore and Ohio or Lehigh Valley		78,50
Portsmouth, N. H.	(Same routes as to Portland)	6,90	
Providence, R. I.	New York and New Haven R. R.		4,50
" " " Raleigh, N. C.	Steamer (Pier 29, North River)	2,25	
	Pennsylvania R. R.		14,25
" " "	Baltimore and Ohio and Washington		14,25
Richmond, Va.	Pennsylvania or Baltimore and Ohio	10,—	
" " "	Steamers (foot of Beach Street, North River)	9,—	
" " "	B. and O. R. R., or Penn. R. R., and York River Line	8,30	

From New York to	via	Un-limited Doll.	Limi-ted Doll.
Rutland, Vt. . . .	New York Central and Hudson River	5,64	
Sacramento, Cal. . . .	New York Central or Pennsylvania Erie or West Shore	81,75	
" " "	Baltimore and Ohio or Lehigh Valley	79,75	
St. Augustine, Fla. . . .	Washington, Richmond, and Wil-mington	78,75	
" " "	Washington, Lynchburg, Char-lotte and Columbia or Atlanta Steamers to Charleston or Sa-vannah	30,65	
St. Joseph, Mo. . . .	New York Central or Pennsylvania Erie or West Shore R. R. . . .	30,65	
" " "	Baltimore and Ohio or Lehigh Valley	16,—	
St. Louis, Mo. . . .	New York Central or Pennsylvania Erie or West Shore R. R. . . .	31,75	
" " "	Baltimore and Ohio or Lehigh Valley	29,75	
St. Paul, Minn. . . .	New York Central or Pennsylvania Erie or West Shore R. R. . . .	28,75	
" " "	Pennsylvania R. R. . . .	24,25	
" " "	Baltimore and Ohio or Lehigh Valley	21,25	
Salt Lake City, Utah	New York Central or Pennsylvania Erie or West Shore R. R. . . .	31,50	
" " " "	Baltimore and Ohio or Lehigh Valley	29,50	
San Francisco, Cal. . . .	New York Central or Pennsylvania Erie or West Shore R. R. . . .	31,50	
" " " "	Baltimore and Ohio or Lehigh Valley	28,50	
Saratoga " Springs, N. Y. . . .	Canada Pacific via Portland, Ore New York Central and Hudson River or West Shore R. R. . . .	61,50	
Savannah, Ga. . . .	Washington, Richmond and Charleston	59,50	
" " . .	Washington, Lynchburg and Charlotte	58,50	
Sharon Springs, N.Y. . . .	Steamer (Pier 35, North River)	78,75	
Springfield, Ill. . . .	New York Central and Hudson River	74,25	
" " . .	New York Central or Pennsylvania Erie or West Shore R. R. . . .	4,20	
" " . .	Baltimore and Ohio or Lehigh Vall. . . .	24,—	
		24,—	
		20,—	
		4,90	
		24,10	
		22,10	
		21,10	

From New York to	via	Un-limited Doll.	Limi-ted Doll.
Springfield, Mass.	New York and New Haven R.R.	2,75	
Staunton, Va.	Pennsylvania or Baltimore and Ohio		11,05
Toledo, Ohio	New York Central or Erie		16,25
" "	Baltimore and Ohio or Lehigh Valley		15,—
Trenton Falls, N. Y.	New York Central and Hudson River		5,40
Washington, D. C.	Pennsylvania or Baltimore and Ohio	6,50	
Watkins Glen, N. Y.	Erie or New York Central R. R.	6,55	
" " " White Mountains, N.H.	Lehigh Valley R. R.	7,70	6,45
" " "	New York and New Haven R. R.	9,75	
White Sulphur Springs, W. Va.	Any steamer route to Boston, thence by R. R.	8,—	
Wilkesbaare, Pa.	Pennsylvania or Baltimore and Ohio		13,80
Wilmington, N. C.	Morris and Essex, Lehigh Valley, or New Jersey Central R. R.		4,35
Yosemite Valley Cal.	Pennsylvania or Baltimore and Ohio		16,35
	Side excursion from San Francisco	50,—	

INTRODUCTORY REMARKS.

Only a few decades back America did not appear to Europeans sufficiently attractive to produce an ardent desire for a trip across the Atlantic Ocean. But since then, the year by year steadily and enormously increasing commercial relations between the two hemispheres and particularly those successful efforts of the "North German Lloyd", which surrounds its travelers with every possible modern comfort on its large, fast and convenient Ocean steamers, have proved to be mighty factors in inducing numberless foreigners to visit America on pleasure as well as on business. Besides that, however, it has become now an undisputed fact, that the natural beauties of the "New World" are of such grandeur and most peculiar charm as to fascinate and astonish even the most fastidious visitors from abroad. No wonder! Where in the whole world, for instance, is there anything to compare with the marvelous grandeur of the "Niagara Falls"? Where — except perhaps in the Himalaya mountains —are such giants as the "Pico de Orizaba" or the snowcrowned Vulcans "Popocatepetl" and "Extaccihuatl"? At every town the eye rests on landscapes of great beauty, on abundant and manifold specimens of flora and fauna. The cities, naturally, are too young, to possess those attractions, which make so many ancient and historical cities of the old world famous. But this lack of antiquity is amply compensated for, by the thoroughly practical, modern, one

might almost say, daring style in the buildings of the cities and in the customs of their inhabitants.

Before going into particulars, the reader will probably find a few words of general information interesting.

MONEY.

The currency used in the United States is the Dollar, which is worth a trifle more than 4 Marks German, 4 Shillings English or 5 Francs French money. A Dollar is divided into 100 Cents. One Cent consequently is equal to about 4 Pfennige in Germany and 5 Centimes in France. In all parts of the United States, except in California, payment is made almost entirely in paper and the following denominations of Notes are now in circulation:

1. *United States Notes* at 1, 2, 5, 10, 20, 50, 100, 500 and 1000 Doll.
 2. *United States Treasury Notes* at 1, 2, 5, 10, 20, 50, 100, 500 and 1000 Dollars.
 3. *United States Silver Certificates* at 1, 2, 5, 10, 20, 50, 100, 500, and 1000 Dollars.
 4. *United States Gold Notes* at 20, 50, 100, 500, 1000, 5000 and 10,000 Dollars.
 5. *National Bank Bills* at 1, 2, 5, 10, 20, 50, 100, 500 and 1000 Doll.
- Silver Coin* is circulating in pieces of 1 Dollar, 50 Cents, 25 Cents and 10 Cents, *Nickel-pieces* at 5 Cents, *Copper-pieces* at 1 and 2 Cents.

CLIMATE.

The degree of temperature in the United States is measured and registered by the Fahrenheit Thermometer, according to which 0 (Zero) is 32 degrees below the freezing point. In order to compare Fahrenheit with systems of Réaumur and Celsius, it will be necessary in the first place to deduct these 32 degrees, which makes the 0 or Zero-points even. This done, divide the remainder by 9 and multiply the number received by 4, if the Réaumur, and by 5 if Celsius-degree is to be ascertained. During the Summer the average temperature of New York is about 86—90 degrees Fahrenheit, which equals 26 to 28 degrees Réaumur or 30—33 degrees Celsius. Along the coast the temperature is considerably lower while the interior and especially the southern parts of the country are very much warmer. The most agreeable season is the autumn till end of November.

LANGUAGE.

The English language is used in the United States, but in New York, as in all the large cities of the West, a great deal of German is spoken as well.

HOTELS.

The prices of hotel accommodations always include light and service, except cleaning clothes and shoes. The beds are comfortable, very wide, and in many hotels charges are the same, whether the bed is occupied by one or two persons. In almost all hotels lodging can be had with meals, table d'hôte (American plan), or without meals, à la carte (European plan). Exorbitant extra charges, not agreed upon in advance, are not known in the United States and the custom of tipping, which during the last few years has found its way from Europe over here into hotels and restaurants, has not yet become obligatory.

BAGGAGE.

Hotel-employers or Hotel-omnibus do not transfer baggage. Unless a

private conveyance be engaged, baggage is forwarded exclusively by the various Express-Companies, whose agents will be found at all R. R. stations and on board of trains near all large cities. The delivery is prompt and speedy.

AMERICAN PLAN.

The style of living on the American plan in our thoroughly American hotels bears an entirely different character from the table d'hôte in hotels on the European continent. The courses are not served as they follow in the menu unless so ordered. Guests usually make a selection from the bill of fare and their order is served all together in separate small dishes. But it is also customary to order soup and fish together, then the other courses except the dessert, which is then served with the coffee or tea.

RESTAURANTS

In all the large cities there are a great number of restaurants, at which a so called "regular dinner" is served in much the same way as table d'hôte in Europe. Particularly all first class hotels in New York, Chicago, St. Louis &c. are connected with such. In those restaurants not serving on the American plan, but only à la carte, the portions are usually very large, one portion being sufficient for two persons, while in many cases half-portions may be obtained. The smaller restaurants do not serve beer, wine and other intoxicating drinks on account of the high license imposed, but there are innumerable Bar-rooms, not connected with restaurants.

FREELUNCH.

A very peculiar custom is illustrated by the Freelunch, which is served in almost every Bar-room. For the purpose of attracting guests, sandwiches, pickles, crackers, (biscuits) cheese &c. are arranged at one end of the counter, or at a side table. To these any one buying drinks may help himself free of charge. This

custom was forbidden by law in New York some time ago, but that prohibition has been lately revoked.

SUNDAY.

In most every State of the Union the question of keeping the Sabbath has become a very serious one. All banks, offices and large stores usually close on Saturday at midday and remain closed over Sunday. Only such stores, in which victuals may be obtained, are open Sunday morning for a short time. Bar-room keepers are not allowed to sell beer, wine or liquors after 12 p.m. Saturday. Such drinks can only be had in restaurants and hotels on Sunday, provided a meal, or at least a sandwich, has been ordered at the same time.

ICE CREAM, SODA WATER, "SOFT DRINKS".

The quantity of Ice Cream, mineral water and so called "soft drinks" consumed during the hot months in America is beyond all calculation. This kind of refreshments may be purchased at confectioneries as well as in almost all drug stores.

CLEANING OF BOOTS

is in the United States a trade carried on by socalled "bootblacks". At nearly all the street corners there are bootblack-stands. The prices are five and ten cents. If called for, the bootblacks also come into the houses.

SPECIAL CUSTOMS.

The roadways in the cities of the United States are seldom passed except at the corners of the streets, where crossings are laid expressly for pedestrians. On crowded corners police officers are charged with the regulation of the traffic.

On the streets in Germany the gentleman always leads the lady on the right side, in France always on his left. In the United States a gentleman places himself so that he is between the lady and the roadway.

On meeting in the street, the lady should salute first.

At meals at home or in restaurants the plates are placed before the host, who serves guests and relatives.



ALABAMA.

History. It is supposed that Alabama was first visited by white men in 1541, when the gallant troops of De Soto passed through its wildernesses, on their memorable exploring expedition to the great Mississippi. In 1702, a fort was erected in Mobile Bay by a Frenchman named Bienville, and nine years later the present site of the city of Mobile was occupied. At the peace of 1763, this territory passed into the possession of the English, with all the French possessions (except New Orleans) east of the Mississippi. Until 1802 Alabama was included in the domain of Georgia, and after 1802 and up to 1817 it was a part of the Mississippi Territory. At that period it was formed into a distinct government, and was admitted in 1819 into the Union as an independent State.

The population of Alabama in 1860 included 526,271 whites and 425,000 negroes slaves, owned by some 30,000 farmers. Then the fifth state in the Union in the value of its agricultural products and the seventh, as regards wealth. Its valuation sank from 792,000,000 in 1860 to 202,000,000 in 1865, partly due to the emancipation of the slaves.

The reestablishment of the National power after the Civil War, was followed by unhappy years of "carpet-bag" administration, when the

treasury of the state suffered from venal legislation, her standard 8% bonds falling to 20 cents on a dollar. Alabama has since resumed her place as one of the most conservative states in the Union, with a strong and efficient government. The mineral wealth of the state has greatly developed of late years, the mines in the northern part of the state, competing with those of Pennsylvania in the yield of coal and iron; the output of pig iron alone in 1888, amounting to 791,425 tons.

The name of the State is derived from its chief river, being of Indian origin. There is a poetic legend, that an exiled Indian tribe reached the great river, when the chief struck his spear into the bank, exclaiming; "Alabama" = "Here we rest". It is also sometimes called the "Cotton Plantation State". The fertile Tennessee Valley stretches out towards the east, along the blue highlands of the Raccoon and Lookout Ranges. The present population of the State is 1,513,017, more than half of which is colored.

While the upper portion of the State is thus rude and hilly, the central falls into fertile prairie reaches. The extreme southern edge for fifty or sixty miles from the gulf, is sometimes a sandy, sometimes a rich alluvial plain.

The climate, like most of all the southern line of States, varies from the characteristics of the tropics below, through all the intermediate degrees to the salubrious and invigorating air of the mountain lands above.

The chief agricultural product of Alabama is cotton, of which great staple it yields more than any other State in the Union. Extensive cane-brakes once existed, but they have been greatly cleared away. Sugar cane grows on the south-west neck, between Mobile and the Mississippi. Many of the rich alluvial tracts yield rice abundantly. Tobacco, also, is produced. Indian corn, oats, sweet potatoes, buckwheat, barley, flax, and silk, are much cultivated, besides many other grains, fruits, and vegetables, and large supplies of live stock of all descriptions.

ANNISTON, Ala.

One of the largest cities in Alabama with some 10,000 inh. and one of the loveliest places of the South, situated on a healthy and pleasant plateau of northeastern Alabama, 900 feet above the sea, amid the picturesque wooded spurs of the Blue Ridge. Anniston is built upon and surrounded by enormous beds of brown hematite ore, easily accessible and cheaply mined. The first class coking coals of the Coosa and Cohala mines are respectively within 25 and 45 miles; and the Anniston valley abounds in limestone for fluting. Seven charcoal furnaces make yearly 50,000 tons of tough carraakeel iron; and two coke furnaces make 100,000 tons of pig iron. The country about Anniston is very fertile, especially along the Choccolocco and Alexandria Valleys, and among its other products the city handles 60,000 bales of cotton yearly. Under these favorable circumstances Anniston has constructed a capital cotton compress and one of the largest cotton-mills in the South. Anniston is one of the most remarkable centers of the iron-industry in Alabama, and also a popular vacation-resort. The Noble Institutes for Boys and Girls are good schools.

BESSEMER, Ala.

600 ft above the sea, in the beautiful amphitheatre of Jones Valley, between Red Mountain and Rock Mountain.

17 mls southwest of Birmingham, an important center of the flourishing iron-industry of Alabama. Founded in 1887, it arose within three years to a population of 4544 and to the position of an important manufacturing city and railway center with seven furnaces in full blast, large rolling-mills and cast-iron-pipe-works, five-brick works, and many smaller industries, besides handsome public buildings and business blocks. The ore can be mined and delivered at the furnaces for 55 cts a ton. Within 25 miles there are 600,000 acres of coal-fields, estimated to contain 30 billion tons, and yielding 62½ procent of coke. The great mines on this belt deliver coal in Bessemer at 80 cts a ton. The purest Trenton limestone abounds in Jones Valley, and is delivered in the city at 60 cts. a ton. 9 railways center here.

BLUFFTON, Ala.

Stands high on the Eastern-Alabama foot-hills, with cliffs of hematite iron ore all about it, furnishing material for several furnaces.

DECATUR, Ala.

A war-shattered old village of 1500 people on the broad and navigable Tennessee, early in 1887, when New Decatur arose, to be to-day a manufacturing city of some 8,000 inh.

EUFALA, Ala.

A growing town of Alabama with some 5000 inh., perched on a bold bluff overlooking the Chattahoochee, facing Georgia. Notable College for Women.

FLORENCE, Ala.

A flourishing city of Alabama with some 6000 inh. on the Tennessee, 29 miles before its entrance into the State of Mississippi. A notable college for women, and a normal school for boys.

HUNTSVILLE, Ala.

A beautiful and flourishing mountain town of Alabama, with about 8000 souls, on the line of the Memphis and Charleston Railway; famous for its great flowing spring, the capital of the richest of the Tennessee Valley counties and busily carrying on manufactures. Seat of the oldest Normal School for Colored Boys, in Alabama. Near Huntsville, is the Hotel Monte Sano, 1691 ft. above the level of the sea, with valuable iron and alum waters, besides charming scenery.

MONTGOMERY, Ala.

The *Capital* of Alabama, a flourishing city, with some 25,000 inhabitants on the Alabama River, 331 miles from Mobile; artesian wells, street cars electric lights; a busy railway center and winter resort of numerous persons from the North. An old-fashioned southern city, with quaint country seats, nestled in groves of live oak. The town was founded in 1817, and took its name from Gen. Richard Montgomery, who fell at Quebec. During the Civil war, Montgomery was the first Capital of the Confederate States. Manufacturing is steadily on the increase and some 130,000 bales of cotton are handled here every year. Fine view from the State Capitol. The usual public buildings and two theaters. The Alabama River is navigable as far as Montgomery. Five important railroads converge at this point.

FORT PAYNE, Ala.

A flourishing city of Alabama, 90 mls noth-east of Birmingham founded in 1889, by New-Englanders, who bought 32,000 acres of land here, with the coal-seams of Lookout-Mountains on one side, and the iron ores of Red Mountain on the other, and beds of limestone between. It has a population of about 5000.

SELMA, Ala.

An important cotton mart, manufacturing town and railway center, with some 8000 inhabitants, on the Alabama River.

SHEFFIELD, Ala.

One of the interesting new cities of northwestern Alabama, with its fortunes securely based on the manufacture of iron. It was founded in 1885, on a bold bluff, midway between Tuscumbia and Florence, and fronting on the broad and deep Tennessee River. Unlimited supplies of fine brown iron-ore and the best of coking coal are available within 20 miles, and have resulted in the erection here of 5 blast-furnaces, with a capacity of 700 tons of pig-iron daily. The ores are of remarkable excellence, requiring only a pound of coke to make a pound of metal, and producing but little slag. A great advantage enjoyed by this "Iron City on the Tennessee River" is in the low price of freights by water, amounting to but \$1 a ton to St. Louis. Many important ports on the Tennessee, Ohio and Mississippi are reached by steamer from this city; and railways run to Birmingham and other points.

TUSCALOOSA, Ala.

upon the Black Warrior River, at the head of steamboat navigation, 125 miles by plank road from Montgomery. One of the principal towns of Alabama and once the capital. It is the seat of the University of Alabama, established 1831, with 18 professors and 240 students. The State Lunatic Asylum and a United States Land Office are also located here. Its population is about 4,200.

Tuscaloosa lies between the rich corn and cotton-fields of the Warrior Valley and its famous coal-fields.

THE ALABAMA RIVER

is a grand navigable stream, formed by the confluence, some ten miles above Montgomery, of the Coosa and the Tallapoosa. About 45 miles above the Mobile it is joined by the Tombigbee and the united waters are thence known as the Mobile River. The Alabama is navigable for large steamers through its whole course of 460 miles, from the city of Mobile to Wetumpka. It has long been,

and still is, a part of the great highway from Boston and New York to New Orleans. It flows through a country of rich cotton fields, broad savanna lands, and dense forest tracts.

THE TOMBIGBEE RIVER

flows 450 miles from the north-east corner of Mississippi, first to Demopolis Alabama, where it unites with the Black Warrior, and thence to the Alabama River, about 45 miles above Mobile. Its course is through fertile savanna lands, occupied by cotton plantations. Aberdeen, Columbus, Pickensville, Gainesville, and Demopolis, are upon its banks. Large steamboats ascend 236 miles to Columbus.

THE BLACK WARRIOR RIVER

unites at Demopolis with the Tombigbee (see Tombigbee above). Tuscaloosa, the capital of the State, is upon its banks. To this point large steamboats regularly ascend, 305 miles, from Mobile. The Indian name of this river was Tuscaloosa, and it is still thus sometimes called.

THE CHATTHOOOCHEE,
forms a part of the Eastern boundary of the State.

THE MUSCLE SHOALS, Ala.

are an extensive series of rapids in that part of the Tennessee River which lies in the extreme northern part of the State. The descent of the water here is 100 feet in the course of 20 miles. The neighborhood is a famous resort of wild ducks and geese, which come in great flocks in search of the shell-fish from which the rapids derive their name. Boats cannot pass this part of the Tennessee except at times of very high water. A canal was once built around the shoals, but it has been abandoned and is falling into decay.

THE NICKAJACK CAVE, Ala.

Enters the Raccoon Mountains a few miles below Chattanooga, Ten-

nessee, and the Lookout Mountain, and immediately finds its way into Georgia. A magnificent rocky arch of some 80 feet span forms the mouth of the cavern, high up in the mountain side. Just beneath, is a dainty little lakelet, formed by the waters of a mysterious brook, which comes from the interior of the cave, and disappears some distance from the point of egress, rising again without. How the waters of this singular pond vanish, no one knows, any more than how they come; but vanish they do, for some distance, when they are again seen, making their way, like all ordinary mortal waters, toward other streams. The passage of the cave is made in a canoe, on this subterranean and nameless stream, now through immense chambers of grand stalactites, and now through passages so narrow, that to pass, one must crouch down on his back and paddle his way against the walls and roof of the procrustean tunnel. We thus explored the Nickajack some years ago for seven miles, without finding its end or any signs thereof. At that period no traveler had before penetrated so far, and we have not heard of any additional revelations since. This wonderful Avernus was at one period of long ago, the rendezvous of the band of a certain negro leader, known as Nigger Jack. His mountain head-quarters were thus called "Nigger Jack's" Cave, a patronymic refined at this day into the more romantic name of the Nickajack. Large quantities of salt-petre are found here.

THE MINERAL SPRINGS OF ALABAMA.

Mineral Springs abound in the upper part of Alabama. The Blount Springs, in Blount County, near the Black Warrior river, are much resorted to; and so also the Bladen Springs in Choctaw County, in the western part of the State, near the line of the Mobile and Ohio Railways. At Tuscumbia a spring issues from a fissure of the limestone rock, discharging 20,000 cubic feet of water per

minute. It forms a considerable brook, which enters the Tennessee 2½ miles below. There are valuable sulphur springs in Shelby and Talladega counties. Shelby Springs are near Columbiana, on the Alabama and Tennessee River Railway.

MOBILE, Ala.

On the west-side of Mobile river, immediately above its entrance into Mobile Bay, 30 miles from the Gulf of Mexico.

Mobile was founded by the French, about the year 1700, and was ceded by that nation to England in 1763. In 1780 England surrendered it to Spain, and on the 5th of April, 1813, it was made over by the Spanish government to the United States. It was incorporated as a city in December, 1819.

The city is pleasantly situated on a broad plain, elevated 15 feet above the highest tides, and has a beautiful prospect of the bay, from which it receives refreshing breezes. Vessels having a draft of more than 8 feet of water cannot come directly to the city, but pass up Spanish River, six miles round a marshy island, into Mobile River, and then drop down to the city. As a cotton mart, and a place of export, Mobile ranks next in importance to New Orleans and Charleston. In 1896 the tonnage of this port was upwards of 25,000 tons. The city is supplied with excellent water, brought in iron pipes for a distance of two miles, and thence distributed through the city. This port is defended by Fort Morgan (formerly Fort Bower), situated on a long, low, sandy point, at the mouth of the bay, opposite to Dauphin Island. A light-house is built on Mobile Point, the lantern of which is 55 feet above the level of the sea.

Population 31,076.

Mobile carries on an extensive trade in cotton, exporting 280,000 bales a year, it also carries on a large trade in lumber, coal and naval stores, besides other profitable manufacturing interests. The broad and quiet streets are shaded their entire length by live oaks and magnolias and the gardens are fragrant with the perfume of the jessamine and the orange. The city is well connected by railway lines with the outside world and has also steamship lines to New York and Liverpool.

The principal buildings in Mobile are the *Custom House* and *Post Office*, at the corner of Francis and Royal Streets; the *Court House*; *U. S. Marine Hospital*; the *City Hospital*; the *Armoury*; the *Cotton Exchange*; the *Barton Academy*; the *Medical College* and the *Cathedral*. *Government St.* contains fine residences. The *Shell Road* is a famous harborside drive.

BIRMINGHAM, Ala.

The foremost city of Alabama, with 26,178 inhabitants, in Jones Valley, 6 miles from Red Mountain, which contains millions of tons of Lematic iron ore, close to inexhaustible supplies of coal and limestone. Founded in 1871, by the Elyton Land Co., it has become "The Magic City of the South", with the largest rolling mills below Richmond, manufacturing rail and bar iron, plate and sheet iron, and factories for making ice, glass, stores, bridges, chains, steel cars, and many other articles. The convergence here of six railways gives unusual facilities for shipment. 25 furnaces are now at work in and near this city, giving cheap iron to the world. It has now 11 public schools, 22 churches, a female college, and an opera house. Terminus of the Kansas City, Fort Scott and Memphis R. R.

A L A S K A.

Alaska is without doubt a territory which claims the greatest interest in the United States at present: It has been discovered not only to have matchless beauties of nature, and in spite of a regardless spoil for more than 150 years almost inexhaustible store of furs, such an abundance of eatable fishes as is hardly to be found in any part of the world, splendid primeval forests extending to myriads of square miles, and last not least immense fabulous gold-treasures in its ground.

Alaska which has the nick-name of "Uncle Sam's Icebox" derives its proper name from the Indian word Al—ay—ek—sa, that signifies "The great country" and the country is indeed a very large one as it constitutes about $\frac{1}{6}$ of the entire United States and more than one hundred part of the whole solid surface of the earth. No human foot has touched the greatest part of this territory and the few white men that did enter hitherto did not get much farther than the coasts, the course of the large rivers and the discovered gold-fields; therefore the field is no small one for those who wish to explore the country, for hunters, fishers, prospectors and enterprising people.

TRAVELING ROUTES.

All the most important places of south Alaska are sea ports, which may be reached by regular steamers all the year round. For travelers to Central Alaska there is no other way than the all water route from

San Francisco or Seattle across the Pacific Ocean to St. Michaels, from thence with the river-steamers on the Yukon to the place of destination. In order to reach the ports of Seattle or San Francisco the traveler makes use of one of the Pacific Railroads.

The North American Transport & Trading Company runs the steamships Portland & Cleveland from Seattle to St. Michaels from there they ply the river boats P. B. Weare, Cudahy, Hamilton, Power and Klondike to Dawson City and all river stations. The Alaska Commercial Company of San Francisco, sends the steamers Bertha & Excelsior to St. Michaels and the river-boats Alice, Arctic, Margaret, Bella and Yukon from there to Dawson City and the intermediate points.

The latter company also runs the steamer Dora every month during the summer from Sitka to Yakutat, Cook Inlet, Kadiak and Dutch Harbor (Unalaska) and vice versa.

The Pacific Coast Steamship Company's steamers run twice every month in winter, and during summer season weekly between San Francisco to Sitka and intermediate ports, and also from Seattle to Wrangel, Juneau, Skaguay, Kilisnoo and Sitka. The Over-Mountain-trails will be found later on in the description of the mines.

U. S. MAIL.

Until 1896 a regular Mail-service was only between Seattle Wash, and the Pacific coast harbours. In the spring of 1896 a post office was

authorized at Circle City. The carrier for the first trip started from Juneau June 11th and reached Circle City July 14th carrying 1474 letters. He returned by way of St. Michaels, reaching Seattle August 19th. Probably in no place on the globe is such hardship and suffering endured as on the mail route from Dyea to Circle City.

The Canadian government in the summer of 1897 authorized a post-office at Dawson City. The mail is dispatched once a month, the carriers get a salary of \$3,000 per annum.

There is only one delivery of mail every year for the inhabitants of the interior of the country, except for the residents of the settlements on the Yukon in summer times, reached by river-boats.

PROPOSED RAILROADS.

In 1897 several companies were founded for the construction of railroads over the Chilkoot and White passes, and from Stikine River or Taku Inlet to Lake Teslin and fort Selkirk at the confluence of Pelly and Lewis rivers. It will, however, take some time to finish the rails as climate, snowstorms and avalanches are great impediments.

PROPOSED TELEGRAPH LINES.

The Alaska Telegraph and Telephone Company was incorporated at San Francisco with a stock of \$250,000 to construct wires between Dawson City and Dyea, and branch lines connecting Dyea with Juneau, and Dawson City with Circle City. The estimated length of these lines is 10,000 miles. The plan of construction will be after the style of military systems used in war times, the wire laid along the ground instead of being stretched on poles.

AREA AND GEOGRAPHICAL DIVISIONS.

The territory comprises an area of about 577,390 sq. mles. with a seacoast of 29,364 mles., or nearly three and onehalf times the seacoast of the balance of the United States. It may be divided into six geographical sections:

1) The southeastern with the capital *Sitka*, comprising the coast *Mt. St. Elias* in the north to *Portland Canal* in the south and about 1100 large and small islands. It is densely wooded and exceedingly mountainous in its formation, the coast is deeply indented with bays and fjords, and for two-thirds of its length is sheltered by the *Aleutian Archipelago*.

2) The *Kadiak* division with the capital *St. Paul* on the *Kadiak Island*, comprises the south coast of the *Alaska Peninsula* with the adjacent islands, the *Kadiak group*, *Cook Inlet*, the *Kenai Peninsula* and *Prince William Sound*. This country is also very mountainous, some peaks rising to the height of 12,000 feet.

3) The *Aleutian* division comprises the western part of the *Alaska Peninsula* and the *Aleutian* and *Pribiloff Islands*. The Aleutians appear to be a continuation of the main Alaskan range of mountain-groups. Treeless country with many volcanic peaks and grass growing in abundance.

4) The *Kuskokwim* division is bounded on the north by the *Yukon Division* and on the east by the divide between the *Kuskokwim* and *Tanana rivers*. This country has been very little explored, is very poor in natural products, but has a great deal of salmon in the rivers.

5) The *Yukon division* comprises the *Yukon valley*, as far as it lies within the boundaries of the United States, with its tributaries. The division is bounded by the Arctic division on the north, the 141. meridian of Greenwich on the east, and *Bering Sea* on the west. The principal settlement is *Circle City*, situated near where the Arctic Circle cuts the Yukon river.

6) The *Arctic division* comprises that portion of the country between the 141. meridian on the east and *Bering Street* on the west, the *Yukon district* on the south and the *Arctic Ocean* on the north. This division, situated almost entirely above the Arctic Circle, is only known from observations made on the seacoast. The vast interior, consisting probably

of frozen moors and low ranges of hills, intersected here and there by shallow streams, remains almost unknown. The harbors are annually visited by many ships engaged in whaling and trading, and the inhabitants are better accustomed to white men than the natives of any other region of Alaska.

CLIMATE — THE MOSQUITOS.

The northern portion of the country has an Arctic Climate, where *Point Barrow*, the most northerly point in the United States, has a mean summer temperature of 36.8 degrees. The climate of the interior, including in that designation all of the country except a narrow fringe of coast margin and the southern divisions, is one of extreme rigor in winter, with a brief, but relatively hot summer. The lowest temperatures registered for the last 10 years were: — 32 in November, — 47 in December, — 59 in January, — 55 in February, — 45 in March, — 26 in April. The mean temperature ranges between — 60 and — 70 degrees, according to elevation, being highest in the middle and lower Yukon valley. The changes of temperature from winter to summer are rapid, owing to the great increase of the length of the day. In May the sun rises at about 3 a. m., and sets about 9 p. m. In June it rises about 1.30 a. m. and sets about 10.30 p. m., giving about twenty hours of daylight, and diffusing twilight the remainder of the time.

In the *Klondike region* in mid-winter, the sun rises from 9.30 to 10 a. m., and sets from 2 to 3 p. m. the total length of daylight being about four hours. Remembering that the sun rises but a few degrees above the horizon, and that it is wholly obscured a great many days, the character of the winter months may easily be imagined.

The southern divisions have a very mild climate due to the Japanese Ocean current, which splits on the eastern end of the Aleutian chain, the smallest portion passing north to Bering Strait and preventing the

flow of ice southward, and the other portion sweeping south of the *Alexander Archipelago*, bringing a warm, moist atmosphere, which is responsible for the remarkable rainfall. The rainfall of temperate Alaska is notorious the world over, not only as regards the quantity that falls, but also as to the manner of its falling, viz., in long and incessant rains and drizzles. Clouds and fog naturally abound, there being on an average but 66 clear days in the year. The temperature rarely falls to zero; winter does not set in until December 1, and by the last of May the snow has disappeared except on the mountains. The mean winter temperature of Sitka is 32.50, but little less than that of Washington, D. C.

As a natural result of these climatic conditions, the warm weather brings *swarms of mosquitos*. There is a feature in this country which, though insignificant on the paper, is to the traveler the most terrible and poignant infliction he can be called upon to bear in a new land. That is the clouds of bloodthirsty mosquitos, accompanied by a vindictive ally in the shape of a small poisonous black fly, under the stress of whose persecution the strongest man with the firmest will must either feel depressed or succumb to low fever. They hold their carnival of human torment from the first growing of spring vegetation in May, until withered by frost late in September. Breeding here as they do in the vast network of slough and swamp, they are able to rally around and infest the wake and progress of the traveler beyond all adequate description and language is simply unable to portray the misery and annoyance accompanying their presence. The traveler that exposes his naked eyes or face here, loses his natural appearance; his eyelids swell and close, and his face becomes one mass of lumps and fiery pimples. Mosquitos torture the Indian dogs to death, especially if one of these animals, by mange or otherwise, loses an inconsiderable portion of its thick hairy covering, and even drive the bear and the deer into the water.

LAKES AND MOUNTAINS.

There are lakes in all parts of the country. The best known are: the small *Lake Lindemann* north of the *Chilkoot Pass*, so called after the secretary of the Bremen geographical society, who sent an investigating expedition hither in 1880, *Lake Bennett*, named after the proprietor of the New York *Herald*, lying north east of it on British territory; likewise *Lake Lebarge* and *Lake Teslin*, one of the most important headwaters of the Yukon. The whole country is full of hills and for the most part low mountains, which form the divide of many rivers that flow through the same. A large alpine chain is only to be found in the south along the coast where a mighty range extends throughout the whole country, beginning on the borders of British Columbia and continuing to the peninsula of Alaska. West of *Cross Sound*, the coast mountain range attains an elevation of 14,000 to 18,000 feet, covered far down with perpetual snow, the highest peaks; *Mt. St. Elias*, *Fairweather* and *Crillon*, looming up in silent grandeur above them, visible in clear weather a distance of 150 miles at sea. The first to ascend Mt. Elias in the summer of 1897 was the Duke of the Abruzzo, an Italian prince, who had fitted out a large expedition for this purpose. From *Lituaya* or *Port des français* westward, the immediate seacoast is comparatively low, wooded ground, but closely backed by icy declivities that come down from the high mountain ranges and at head of *Jackson Bay* reach the coast land. On the east of the *Copper river* a large branch of the Alps with some very high mountains runs to the north, gradually sloping in the *Tanana Hills* to the Yukon. West of the *Copper river*, the foot of the *Chugatsch alps* is bathed by the sea without any intervening low-land, with only two or three exceptions and these have been utilized for the location of settlements. The mountains on the northern side of *Prince William Sound* reach a height of 10,000 to 12,000 feet, all densely wooded up to about a height of

1000 ft., and covered with eternal snow from their summit to within 3000—4000 ft. up the sea-level.

The islands have many volcanoes, but none have been found out with a surety in the interior of the country. Especially the *Aleutian* have a great many, the *Shishal in Volk* on the Unimak Islands has a height of 8952 feet. The best known is the *Mt. Edgecumbe* on *Baranoff Is.* and near Sitka, it is only 2600 ft. high but a splendid sight as seen from the sea. It is also said that on Douglas Island, opposite Juneau, there is a volcano in activity.

RIVER SYSTEM.

One of the characteristics of Alaska is the network of rivers, that covers its surface, and that serves as the most available means of transportation. In the Sitkan district land travel is simply impracticable, everybody travels by water. In the more northern regions, the country outside of the mountains is a great expanse of bog, lakes-large and small-with thousands of channels between them.

Beginning on the south, the first river of large size is the *Sikine*, over 250 mls. in length, but only navigable by boats, except during the spring freshets. It lies only 30 mls. in an air line from its mouth in Alaskan territory.

The *Chilkat River* enters the northern extremity of Lynn channel.

The mouth of the *Copper river* lies in lat. $60^{\circ} 17'$ and long $145^{\circ} 20'$. The delta is 30 mls. long by 4 or 5 wide. This river drains approximately 25,000 sq. mls., Lieutenant Allen followed it in 1885 some 389 mls.

The *Suskitna River* empties into Cook Inlet. *Fort Alexander* is at the mouth of the *Nushagak*, said to be 150 mls. in length.

The *Kuskokwin* is the second largest river in Alaska. Its estuary is capacious, the tides have a surprising velocity and an enormous rise and fall.

The *Yukon River* is formed by the junction of the *Lewis* and *Pelly* rivers, which lie like the Upper Yukon on British territory. From

the abandoned Fort Selkirk to Dawson City it is named the *Upper Yukon*, into which two tributaries empty, the *White* and the *Stewart rivers*; from Dawson to the mouth of the *Tanana*, it is named *Middle Yukon*; from there to the Ocean, the *Lower Yukon*. Between Dawson and Weare *Forty Mile Creek*, *Birch* and *Beaver Creek* join the river on the south. The principal northern tributaries of the Middle Yukon are the *Klondike* and the *Porcupine*. The *Tanana* empties into the Yukon in the south, about 30 miles below the *Ramparts* and near Weare and the great trading ground called *Nuklukaist*, where the Indians are accustomed to congregate in the spring to meet the white traders. This river drains about 45,000 sq. mls. The Lower Yukon has only a few tributaries of importance, but many small streams. The *Koyukuk* or *Koyakuk* is that tributary of which Lieutenant Allen says, it drains 55,000 sq. miles. About 130 mls. below *Nulato*, the Yukon separates into two branches, joining again about 60 mls. below the point of separation. A little below *Andreievsky* or *Andreashevsky*, the Yukon bends abruptly to the north and runs in a north-westerly direction to the sea. The 3 principal outlets of the great river, that discharges every hour one-third more water than the "Father of Waters", are the *Aphoon* or Upper, the *Kwikpak* or middle, and the *Kusilvak* or lower mouth. The *Aphoon mouth* is only 40 miles in length and has an average width of perhaps one-third of a mile.

We need not mention the rivers, which north of the Yukon empty into *Kotzebue Sound* or the Arctic Sea, because not available for navigation.

PRIMEVAL FORESTS.

As the greatest part of the country has never been trodden by a white man's foot, no one can tell how much of the interior is filled up with morast and moss, with rivers and lakes, or is covered with forests, but it is quite sure that there are a great many with splendid timber especially on the islands in the

south of the mountain declivities near the coast.

The trees are mostly evergreen, the spruce family preponderating to an overwhelming extent. With reference to quality, the trees may be divided as follows:

1. *Siika spruce* (*Abies Sitkensis*) the universal forest tree of Alaska, of often gigantic size in the south.

2. *Hemlock* (*Abies Mertensiana*). This tree generally exceeds the spruce in size, is much less valuable as timber, but well adapted for fuel.

3. *Balsam fir* (*Abies Canadiensis*) Under the bark of this tree there is a resin similar to the Canadian Balsam. It has a very pleasant smell and causes the woods to have a most delicious odor.

4. *Yellow cedars* (*Cupressus Nutkanensis*) this tree is one of the most valuable woods on the Pacific coast, combining a fine close texture, with great hardness, durability and a peculiar, but pleasant odor. The Russians named it "Dushnik" (scented wood) on account of the last named quality.

Red and yellow cedars are only to be found in the south and not so frequently as the last named.

5. *Scrub Pine* (*Pinus contorta*) found throughout the interior of Alaska in small, scattered bodies up to the highest latitudes, but of no value as timber.

6. Besides these coniferous trees there are very few leaved woods to be found with the exception of Oregon alder, birch and willow.

A great deal of Driftwood is washed upon the shores of Bering Sea and the Arctic, the first coming for the greatest part from the Yukon. This wood is only good for fuel.

GLACIERS.

There are about 5000 glaciers in Alaska, some amongst them are so gigantic that they cover hundreds of square miles with an ice-area of several miles in diameter. Nothing will interest the traveler more than the glaciers. On the way to the north up to Juneau several are to be seen glittering in all colors. Regarding splendor, these glaciers are incomparable and most of them surpass the mightiest glaciers of

Switzerland in largeness. The most renowned is the *Muir Glacier* in *Glacier Bay*, discovered in 1879 by Prof. John Muir of California. It has a breadth of $1\frac{1}{4}$ —2 miles and extends from its source for more than 50 miles into the land with its tributaries, it covers a space of, at least, 300 square miles. This glacier, like all others, sends forth at short intervals and sometimes with thundering noise icebergs, small ice-blocks and flat ice-plains into the ocean which surround the approaching ship with a "sea of ice", the most magnificent sight you can imagine.

Whilst the icebergs often project from 60—80 ft. above the water, they move more than 3 or 4 times as much underneath the same and one must be very careful not to collide with them. The Kuro Schiwo warms the water and the ice dissolves, but it often takes weeks until such an ice-giant is consumed by the waters. These glaciers are remnants of the ice period, an epoch in the world's history during which a large part of Europe and North America were covered with ice. It is assumed that the ice-period came to an end about 10,000 years ago, therefore these ice masses have a very respectable age.

THE SILENT CITY, Al.

Near the Glacier Bay and Mt. Elias a most interesting fata morgana, resembling an oriental town with many cupolas, has often been seen and described. As this remarkable apparition is of a different nature each time, it must be assumed, that it is not the picture of a town, which could not be found either near or far but of ice-masses in the sea, reflected by the air.

MORE THINGS WORTH SEEING.

The scenery between Puget Sound and the waters of Alaska are the most magnificent in the country. The traveler enjoys a splendid sight throughout the way as he passes a labyrinth of islands and channels. Sometimes he sails through narrow and serpentine passages, which can only be navigated at slack and high tide on account of the terrific current

which rushes through at other stages of the tide. Sometimes he passes through channels, hundreds of miles in length, as strait as an arrow and of unfathomable depths, banked on either sides by perpendicular and gigantic mountains, whose untrod summits are clothed in clouds and ice. The waters are always enlivened with many whales, dolphins, porpoises and all kind of fish, whilst eagles, gulls and ducks move round above the waters in bands or rest on the small rocks. It is very interesting to see the Indian squaws, on the arrival of the steamer (by the way, the arrival of the steamer is the great event of the month) sitting around the sills of the wharf, draped in their best raiment, and many of them with a portion of their face blackened, which added to their natural ugliness makes them look like the very old Nick himself. The more stormy the weather, the less clothing these Indians wear as a rule, for the outside clothing is evidently made more for ornament than use.

HISTORY.

Czar Peter the Great issued a ukase, whereby ships should be built in Kamchatka and therewith the eastern borders of his empire explored. The commander of this expedition, Capt. Vitus Bering, who was born in Denmark discovered the isle of St. Lawrence in the Bering Sea on his first voyage in 1725, and the mainland on his second voyage in 1741. The great richness of sea-otter, fur-seals, walrus and other valuable animals, living in the sea caused the fur hunters and fishers to come here, the Russians settled here and the Russian American Company was the result. The Russian Governor Baranoff was the founder of New Archangel, (now called Sitka), the capital, in 1804. The Company not being well managed, met with very little success and committed the execution of their charter to the Hudson's Bay Company. The latter sued, for a renewal of the charter of the Russ. Amer. Comp. which expired in the summer of 1857 to last for 25 years and which

up to now they only had by lease. American merchants had meanwhile become aware of the considerable resources of the country and urged the federal government to purchase the country in the same way as it did, Louisiana, Florida, California, New Mexico and Utah, by giving a sum of money. As the Russians needed money they resigned their sovereignty in 1867 for \$ 7,000,000 whilst \$ 700,000 more were payed for the Russian American and other companies who had made investments. Since that time Alaska is American territory and the district of St. Michaels has latterly become a military reservation. The development of the country was a very slow one in the beginning, but when the gold-fields were discovered and the flourishing fish-trade began, a great mining center sprung up and thousands of prospectors came into the country. Very soon goldmines were not only found in the south, but also in the Yukon district to which most of the new comers turned. In 1897 the mining camps *Skagway* and *Dyea* arose at the ports of the *Lynn Channel*, whilst in the Klondike region *Dawson City* was founded with several thousand inhabitants. In consequence of the discoveries of many new mines worth at least \$100,000,000 a very great immigration expected from every part of the world, it will of course mostly turn to the British Northwest territory which incloses the whole of the Klondike region.

GOVERNMENT.

The laws of the United States are only partly introduced here, proper legislation is still wanting. The highest authority is in the hands of the Governor of Sitka and the military commander in St. Michaels, but the administration is not yet perfected. There is only one court of justice. U. S. commissioners reside in *Sitka*, *Juneau*, *Wrangel*, *Kardick* and *Umabaska*, besides there are customhouse officers in the ports, and a chamber of commerce which has no authoritative character, constituted by a free election of merchants, in *Juneau*.

POPULATION.

The white population has increased during the past year, and will increase still more rapidly. It would be approximately correct to estimate the natives, Mongolians and mixed blood at 30,000 and the white at 10,000.

INDIAN TRIBES.

The natives of Alaska are divided into four principal families.

1. The *Eskimos*, numbering about 15,000, occupy almost the whole coast line west of the 141. meridian, the shores of Bering Sea, the Kuskokwin division and partially the Kadiak division.

2. The *Tlinkits* or *Koluschau*, numbering about 5,000 souls, inhabit the southeastern section and the Kadiak Island.

3. The *Athapascau* include a large number of tribes, generally classed as "North American Indians", extending from the mouth of the Mackenzie river in the north, to the borders of Mexico in the south. The northern tribe ascend to the west nearly to Bering Sea, only touching the coast in the northern part of Cook Inlet. In Alaska there are about 4,000 Athapascau.

4. The *Aleuts*, numbering about 2,000 souls, inhabit some parts of the Alaska Peninsula and the Aleutian Chain. They talk Russian and shade off into Russian blood, features and complexion.

There are also other small tribes as the *Tsimpseams* and *Hydas*. They only live in southeastern Alaska and are very much like the Tlinkits in character and habits though their languages are different. Mongolians and mixed blood are only in the southern parts of the country. Their number is about 4,000.

TOTEM POLES.

The Tlinkits and Hydas make use of totem poles as emblems. It is very interesting to see them. They are made by cutting down a good, straight cedar tree, dressing it down to the desired size, and then carving it in a very rude way, with figures of birds, Indian warriors and other fantastic shapes, which very much

resemble Chinese carving. After these poles receive a sufficient amount of labor and skill, they are raised and planted on an end before the owner's hut. Great value is attached to some of them, a couple of thousand dollars being considered a very reasonable price for the largest and choicest.

MINES.

Gold, silver, copper, lead, coal and iron are found in Alaska. Since the territory was discovered, the Indians have shown much native copper. Large beds of iron and coal are known to exist in many parts of Alaska, but they are not yet worked. Gold was first discovered in 1872 near Sitka. Since then large mining districts have been organized in the vicinity of Juneau, on Douglas Island, on Portage Bay, on Berner's

Bay, on Kadiak Island, in the Yukon valley and many other places. The first discoveries in the Yukon district were made in 1881 on *Stewart*, *Tanana* and *Lewis* rivers. In the following years gold was found on *Forty Mile Creek* and its tributaries. *Birch Creek*, with its various branches was discovered in 1893 and *Circle City* founded.

The production of gold is estimated for the year

1881 as	\$ 15,000 gold.
1893 as	\$ 1,100,000 gold and \$15,000 silver.
1894 as	\$ 2,000,000 gold.
1895 as	\$ 3,000,000 gold.
1896 as	\$ 4,670,000 gold and \$45,798 silver.
1897 as	\$ 7—8,000,000 gold.

There are now ten large quarter mines and mills in activity. Their products the last year were as follows:

Alaska Treadwell Gold Mining Comp.	\$ 800,000
Mexican "	\$ 450,000
Commercial "	\$ 500,000
Nowell "	\$ 160,000
Berner's Bay "	\$ 125,000
Bald Eagle "	\$ 200,000
Juneau "	\$ 35,000
Ebner "	\$ 35,000
Jualin "	\$ 20,000
Alaska Willoughby "	\$ 15,000
	<hr/>
	\$ 2,340,000

The Alaska Treadwell Gold Mining Co. has a vein of 400 feet in width, carrying free gold and auriferous pyrites. The ore is of such low grade that were it not for the peculiar situation of the mine, which reduces cost to a minimum (only \$1,— per ton,) it could hardly be worked at a profit. The quantity of ore existing here appears inexhaustible, and this year the number of stamps from 240 will be augmented to 540 Miners who get \$2—2,50 per diem with board and lodging, Indians \$2,— without board.

There will be a very large development in gold mines, 380 new mining claims having been recorded at Juneau last year. *Sheep Creek*, near Juneau, is the only place where silver is produced. Rich silver ore has been found north of *Golovnin Bay*, and attempts have been made

to ship the ore, but they proved sadly disastrous. A number of locations of copper mines have recently been made upon Prince William Sound.

Marble is found in many localities, but heretofore little attention has been given to it. The Russians at Sitka used to make excellent lime from marble obtained in the vicinity of the town.

Coal oil is floating upon the waters around Prince William Sound. Parties have now taken this matter in hand, and it will doubtless be well inquired into during this year.

THE KLONDIKE.

The discovery of gold upon this branch of the Yukon, made in August 1896 by *George Carmach*, stirred up the world. The Klondike is one of the tributaries of the Yukon

in British territory. The meaning of the name is "Deer river". The diggings situated on the creeks, emptying in the Klondike, are as follows: Bonanza, Eldorado, Slucum, Bear's Creek, Hunker, Gold Bottom, Dominion etc. Mr. Henry Bratnaber, who is associated with the Rothschild's as one of their leading experts, has a very high opinion of the richness of the country and sums up his judgment in the following words:

"I have no doubt but that other paying gulches will be discovered this winter, and for a good many winters to come. I traveled over land 800 miles from salt water to the Yukon river, and there is gold to be found over the entire distance. This indicates, that there is a large goldbearing country not only in the Northwest Territory, but in Alaska as well. So no one need be in a great rush, for fear that they will get left. There is enough country to last for years to meet the desire of all who wish to go there and prospect."

The great problem of the Klondike and the whole Yukon district is, how to get supplies there and sell them at profits not akin to robbery, and how to distribute them to any river, creek, or gulch, where men are at work. Capital put into enterprise with such ends in view will be richly rewarded.

PROSPECTING IN THE KLONDIKE.

Mining methods of Klondike are strange and adapted to peculiar conditions. There pay gravel happens to lie several feet below musky beds of creeks and must be mined out. As running water prevents the mining out of gravel under creek beds, and so it is all taken out during the months when everything is frozen solid. When the icy chains break in the short summer the gravel that has been mined, is quickly sluiced and the gold cleaned up. Prospecting consists of sinking a shaft to bedrock by alternately thawing the ground with fires and digging it out. When the bottom is reached the

prospector knows more than he did before. If a pan bottom gravel, washed out with water from melted ice, shows up rich, the claim is worked by tunneling in. In doing this, dry wood is piled against the face of the drift and then other pieces are set slantwise over them. As the fire burns, the gravel falls down and gradually covers the slanting shield of wood. The fire smolders away and becomes charcoal burning. It is when it reaches this confined stage during the night that its heat is most effective against the face of the drift. Next day the miner finds the face of his drift thawed out for a distance from ten to eighteen inches, according to conditions. He shovels out dirt, and if only part is pay dirt, he puts only that on his dump. Thus at the rate of a few inches a day, drifting out of precious gravel goes on.

OVER THE MOUNTAIN TRAILS.

There are many Indian trails over the mountains to the Upper Yukon, but they are only fit for Indians and old miners, but not at all for tourists or people not very well drilled in Alpine routes. The oldest and best is from *Fort Wrangell* up the *Stilkeen river* via *Telegraph Creek* and the plateau to *Lake Teslin*, the actual Canadian mail carrier route to the Yukon.

There are also three ways from Lynn channel to the Upper Yukon; well known as the *Chilkoot*, the *White Pass* and the *Chilkat Pass* being much shorter and consequently more in use, than the Stilkeene river route.

The Chilkoot is the shortest of all the passes, but also the highest, rising 3,500 feet above the sea level. It starts at the mouth of the *Dyea river* and follows that river for some eight miles, where it enters the canyon. The *Sheep Camp* is at timber line, and from there the scene is one of extreme desolation, occupied only by glaciers and mountain sheep. From the summit to *Lake Lindemann* are 9 miles, 16 to *Lake Bennett*, 42 to *Cariboo Crossing*, 110 to the foot of the Canyon, 170

to the foot of *Lake Lebarge*, 330 to five *Finger Rapids* and 564 to the *Klondike*.

The White Pass route begins at *Skaguay* and follows the *Skaguay river* up to *Edgemount* and then turns up to the mountains. It was reported to be the best pass, but only a few hundred goldseekers were able to overcome the hardships of that very difficult route.

The Chilkat or *Dalton trail* is the most westerly and longest route. It avoids the lakes, canyons, rapids etc. by keeping to the left, and comes out far down on the river. It is over this trail that they drive horses and cattle.

METHODS OF PLACER MINING.

There are three methods of placer mining; "the pan" or "hand" method, the "rocker" work and the "sluicing". Mr. *William Ogilvie*, a Canadian government surveyor and important expert in mining matters, gives the following description of the process of placer mining:

"After cleaning all the coarse gravel and stones of a patch of ground, the miner lifts a little of the firmer gravel or sand in his pan, which is a broad shallow dish, made of strong sheet-iron, he then puts in water enough to fill the pan and gives it a few rapid whirls and shakes; this tends to bring the gold to the bottom on account of its greater specific gravity. The dish is then shaken and held in such a way that the gravel and sand are gradually washed out, care being taken to avoid letting out the finer and heavier parts that have settled to the bottoms. Finally all that is left in the pan is whatever gold may have been in the dish, and some black sand, which almost always accompanies it. This black sand is nothing but pulverised magnetic iron ore.

"Should the gold thus found be fine, the contents of the pan are thrown into a barrel containing water and a pound or two of mercury. As soon as the gold comes in contact with the mercury, it combines and forms an amalgam. This process is continued until enough

amalgam has been formed to pay for "roasting" or "firing". It is then squeezed through a buckskin bag, all the mercury that comes through the bay being put back into the barrel to serve again, and what remains in the bag is placed in a retort, if the miner has one, if not, on a shovel, and heated until nearly all the mercury is vaporized. The gold then remains in a lump with some mercury still held in combination with it.

This is called the "pan" or "hand" method, and is never, on account of its slowness and laboriousness, continued for any length of time, when it is possible to procure a "rocker", or to make and work sluices.

A rocker is simply a box about three feet long and two wide, made in two parts, the top part being shallow, with a heavy sheet-iron bottom, which is punched full of quarter inch holes. The other part of the box is fitted with an inclined shelf about midway in its depth, which is six or eight inches lower at its end than at its upper. Over this is placed a piece of heavy woolen blanket. The whole is then mounted on two rockers, much resembling those of an ordinary cradle, and when in use they are placed on two blocks of wood, so that the whole may be rocked readily. After the miner has selected his claim, he looks for the most convenient place to set his "rocker", which must be near a good supply of water. Then he proceeds to clear away all the stones and coarse gravel, gathering the finer gravel and sand near the rocker. The shallow box on top is filled with this, and with one hand the miner rocks it while with the other he ladies in water.

The fine matter, with the gold, falls through the holes on to the blankets, which checks its progress and holds the fine particles of gold, while the sand and other matter pass over it to the bottom of the box, which is sloped so that what comes through is washed downward and finally out of the box. Across the bottom of the box are fixed thin slats, behind which, some mer-

cury is placed to catch any particles of gold which may escape the blanket.

If the gold is nuggety, the large nuggets are found in the upper box, their weight detaining them until all the lighter stuff has passed through, and the smaller ones are held by a deeper slat at the outward end of the bottom of the box. The piece of blanket is at intervals taken out and rinsed into a barrel; if the gold is fine, mercury is placed at the bottom of the barrel, as already mentioned.

Sluicing is always employed when possible. It requires a good supply of water, with sufficient head or fall. The process is as follows: Planks are procured and formed into a box of suitable width and depth. Slats are fixed across the bottom of the box at suitable intervals, or shallow holes bored in the bottom in such order that no particle could run along the bottom in a straight line and escape running over a hole. Several of these boxes are then set up with a considerable slope, and are fitted into one another at the ends like a stovepipe. A stream of water is now directed into the upper box and is washed down by the strong current of water. The gold is detained by its weight and is held by the slats or in the holes mentioned, if it is fine, mercury is behind the slats or in these holes to catch it.

In this way about three times as much dirt can be washed as by the rocker, and consequently three times as much gold can be secured in a given time.

A great many of the miners spend their time in the summer "prospecting" and in the winter resort to what is called "burning". They make fires on the surface, thus thawing the ground until the bedrock is reached. The pay dirt is brought to the surface and heaped in a pile until spring, when water can be obtained. The sluice boxes are then set up and the dirt is washed out, thus enabling the miner to work advantageously and profitably all the year round. This method has been found very satisfactory in

places where the pay streak is ^{est} any great depth from the surface. In this way the complaint is overcome which has been so commonly advanced by miners and others, that in the Yukon several months of the year are lost in "idleness".

MINING LAWS.

The term "placer claim" is defined by the Supreme Court of the United States as follows:

"Ground within defined boundaries which contains mineral in this earth, sand or gravel; ground that includes valuable deposits not in place, that is, not fixed in rock, but which are in a loose state, and may in most cases be collected by washing or amalgamation without milling." The manner of locating claims upon veins or lodes.

In locating a vein or lode claim, the United States statutes provide that no claim shall extend more than 300 feet on each side of the middle of the vein of the surface, and that no claim shall be limited by mining regulations to less than 25 feet on each side of the middle of the vein of the surface. In locating claims called "placers" however, the law provides that no location of such claim upon surveyed lands shall include more than twenty acres for each individual claimant. The Supreme Court, however, has held that one individual can hold as many locations as he can purchase and rely upon his possessory title; that a separate patent for each location is unnecessary.

Locators have to show proof of citizenship or intention to become citizens. The locator is entitled to a patent upon the payment to the register of mining office of \$ 5 per acre in the case of a lode claim, and \$ 2.50 per acre for a placer claim. The same general rules for acquiring a title to a claim apply to the United States and Canada. The governments make no charge for the land, but the holder is required to do at least \$ 100 worth of work of his placer claim or \$ 500 worth of work of his lode claim every year for five years to get an absolute title to it.

He has the privilege of doing the entire \$ 500 worth of work at once

If he chooses to do so, and on proof of it may get his patent. The Canadian government exacts \$ 5 a year from prospectors as a license fee.

In Alaska and in the Klondike region the first miners in a district hold a meeting and fix the size of the claims, and also agree as to how much work shall constitute an assessment. The miners also elect a register and his fee for recording or transferring is the only one incumbent upon the owner of a claim.

WHAT THE EXPERTS SAY ABOUT THE COUNTRY.

Dr. *William H. Dall*, one of the curators of the National Museum at Washington D. C., a man, who is very familiar with the country, having been on several geological expeditions to Alaska, says that in his opinion the reports from there are not exaggerated. He said:

"The gold bearing belt of northwestern America contains all the gold fields extending into British Columbia, that are known as the Northwestern Territory and Alaska. The Yukon really runs along in that belt 500 or 600 miles. The bed of the main river is in the lowlands of the valley.

"The yellow metal is not found in paying quantities in the main river, but in the small streams which cut through the mountains on either side. These practically wash up the gold. The mud and mineral matter is carried into the main river, while the gold is left on the rough bottom of these side streams. In most cases the gold lies at the bottoms of thick gravel deposits. The gold is covered by frozen gravel in the winter. During the summer, until the snow is all melted, the surface is covered by muddy torrents. When the snow is all melted and the springs begin to freeze, the streams dry up. At the approach of winter, in order to get at the gold, the miners find it necessary to dig into the gravel formation. Formerly they stripped the gravel off until they came to the gold. Now they sink a shaft to the bottom of

the gravel and tunnel along, in the gold-bearing layer.

"The way in which this is done is interesting, as is has to be carried on in cold weather, when every thing is frozen. The miners build fires over the area of which they wish to work and keep them lighted over that territory for the space of about 24 hours. Then, at the end of the expiration of this period, the gravel will be melted and softened to a depth of perhaps six inches. This is than taken off and other fires built, until the gold-bearing layer is reached. When the shaft is down so far, fires are built at the bottom, against the side of the layer, and tunnels made in this manner. Blasting would do no good, on account of the hard nature of the material, and would blow out just as out of a gun. The matter taken out containing the gold is piled up until spring, when the torrents come down and is panned and cradled by these. It is certainly very hard labor.

FURS AND FUR-SEALS,

The fur industry took precedence from the first. The Russian-American Company devoted its energies almost exclusively to the collection of furs. China furnished a market for sea otter and other rich kinds. This fur industry has gone on from year to year without any let-up. It is estimated, however, that the value of the fur-trade of Alaska since the discovery of that country has been more than \$ 100,000,000.

In 1892 furs were exported From 13 stations in Southeast Alaska	\$ 351,000
Shipped by Alaska Commercial Comp.	\$ 348,000
Shipped by other parties, western Alaska	\$ 90,000
	\$ 789,991

The falling off in fur exports is principally due to the annihilation of fur-seals, effected by pelagic sea hunters, killing the female seals. All efforts of the United States Government for the preservation of the fur seals in Alaskan waters have failed up to now and in a few years

no more fur-seals will herd on the two surf-bound Pribiloff Islands in Bering Sea.

FISHERIES.

The sea which washes the shores of Alaska and its islands is so full of the best varieties of fish as to have been a wonder since the day in 1741, when Bering first anchored in St. Elias Bay. At certain seasons a sight of the rivers justifies the remark that "there was more fish than water". The canning, salting and drying of salmon, halibut, cod and herring have already become important industries. There are now 43 canneries and salteries producing about 1,000,000 cases of fish, 48 one pound cans to the case, and 10,000 barrels. The canneries at *Karluk* employ 1,000 people during the season and pack more fish than any other in the world. In Alaskan waters about 75 kinds of eatable fish are found. Some hatcheries were also established in the last years. The total yearly output of the fish industry is nearly \$ 3,500,000.

WHALING.

The Arctic Ocean, north of Alaska, is the last whaling ground left. Years ago a fleet of 600 ships searched the Pacific Ocean for whales. Now, not more than fifty vessels are thus engaged, mostly manned by crews working on shares. Bone is more profitable than oil. A single bow-head whale yields from 1,000—1,500 pounds of bone worth from 5 to 6 cts. a pound. In 1893 186,250 pounds of whalebone were exported (value \$ 1,210,625), 1,000 pounds of ivory (value \$ 5,000) and \$ 12,228 barrels of whale oil (value \$ 103,668). The total value of the whaling industry in one year was \$ 1,319,393.

AGRICULTURE.

It has been settled by patient experiments that cereal crops can not be grown in Alaska. Nor can the fruit trees and small fruits of the U. S. be cultivated with success, unless it be the strawberry and the cranberry. Tilling the soil is limited to a few gardens, in which most of the staple root crops and vegetables

are produced. One of the best Alaskan explorers says: Although Alaska will not support any considerable number of people as agriculturists; it is apparent that the existence of those who live in the territory can be improved by better attention to the development of the resources latent in the soil in certain localities. The people are disinclined to labor in this direction, preferring the profits of hunting and fishing. It will be found that points located by Russians one hundred years ago as most suitable for gardening are the best to day.

REINDEER.

The people who live in the northern and central portions of Alaska are brought face to face with starvation, and large numbers of them perish for lack of food. They have been accustomed to an abundance of whales, walrus, seals, fish and wild reindeer. The white man has come with his wonderful machines—steamships, bomb-lances, repeating rifles and powerful gear. The whales go farther north and the Eskimos find their food supply diminishing year by year, with no hope of better times.

Dr. Sheldon Jackson, general agent of education in Alaska, in his "Report on introduction of domestic reindeer into Alaska" says that the vast territory of central and arctic Alaska, unfitted for agriculture and cattle raising, is abundantly supplied with long, fibrous white moss, the natural food of the reindeer. Taking the statistics of Norway and Sweden as a guide, arctic and central Alaska can support at least 9,000,000 reindeer, furnishing a supply of food, clothing and means of transportation to a population of 250,000. The flesh is considered eatable, whether fresh or cured. The untanned skin makes the best clothing for the climate of Alaska, and when tanned is the best leather for the bookbinder, upholsterer and glove maker. The hair is in great demand, by reason of its wonderful buoyancy, in the construction of life-saving apparatus. The horns and hoofs make the best glue known to commerce. Alaska

stocked with this valuable animal, enterprises would be developed amounting to millions of dollars annually. It has been demonstrated that the deer can be purchased in Siberia and transported to Alaska, that they can be herded and multiplied. The introduction of families of Laplanders who are experts in all matters pertaining to reindeer, was wise and fortunate. Four years of experience with them as herders and teachers of the Eskimo apprentices have proved how wonderfully well adapted they are to show forth and demonstrate to Eskimos all the utility there is in reindeer.

POINTS FOR HUNTERS.

The hunter will not find better hunting grounds in the world than the mountains and primeval forests of Alaska. The following wild animals are found there in abundance: The moose, the caribou the reindeer, the mountain sheep, the mountain goat and the black-tail deer. In the Arctic regions the hunter also finds the musk ox, but only in limited numbers, where the ice bear is found very often. In central and southern Alaska there are bears of every kind, the brown bear, the grizzly, the cinnamon, the black bear and the racoon. American Senators, German Barons and English Lords have hunted bear in Alaska and have not failed to return home and proudly exhibit the skin to admiring friends as the trophy of their hunt. Their are also plenty of game birds and pumas, lynxes, wolves and foxes, which can be hunted by foreign sportsmen. The Indians and the old trappers will make excellent guides, and those people never betray who killed the bear, brought home by the party.

Points for other travelers. There is no other time to go to Alaska for tourists than in the mouths of June, July and August. Every one must take warm clothes and blankets also even for pleasure trips, the temperature on the sea near the glaciers and on the mountains, being very low. Miners and prospectors should start as early in the year as possible not later than the first of March, so

as to be on the spot by the time snow melts.

Indian curiosities and furs are sold best in Sitka or Juneau.

AFOGNIAK, Al.

Small village on Afognak Island with 267 foreign and native inhabitants. (Kodiak Eskimos). The Afognak river is recommended by the United States fish commissioner as a site suitable for the establishment of a salmon hatchery.

ALEUTIAN ISLANDS, Al.

There are many extinct volcanoes; and several from which at times issue vapor and smoke, while one is constantly active. This last, *Bogoslov*, arose in 1882 about three-fourths of a mile northwest of the old Bogoslov island, and it has been very active ever since. The largest settlement on the islands is *Unalaska* (Dutch Harbor). This place has only 157 white and 160 native inhabitants. On the Aleutian islands there are 2000 souls, 500 being of white color and only 25 white ladies amongst them.

It is thought that these islands were once densely populated, as ruined villages and deserted hearths are found in every favorable spot. Mummies of former inhabitants have been found, which are believed to be many centuries old. They are identical in appearance with those of Peru. Arrow heads, stone axes and tools of flint abound. The study of the Aleutian group will prove interesting and instructive to any visitor.

ALITAK, Al.

Village on Kodiak Island with 322 foreign and 88 native inhabitants. Seat of the Arctic Packing Co., which employed 35 white, 21 native men and 51 Chinamen during the season of 1897 in salmon canneries.

ANK SETTLEMENTS, Al.

Village on Douglas Island, 183 foreign and 141 native inhabitants.

ANRIK, Al.

Village on the Lower Yukon with 91 foreigh and 100 native inhabitants.

ATTU ISLAND, Al.

Attu Island, of the Aleutian group, is the most westerly point of the possessions of the United States. It is about 7500 mls. straight west from the eastern part of Maine, and is about 3500 miles west of Seattle, Wash., making that city about central between the extreme east and west of the Union. When the last rays of the evening sun illuminate Attu Island, its morning beams call the lumber man of Maine to work.

BELKOVSKY, Al.

Small village in Alaska Peninsula. 300 inhabitants.

BERNER'S BAY, Al.

Very important mining camp near where the Birch empties into the Yukon. The prevailing style of architecture in this city, where gold nuggets exchange currently for flour, is a low, square log cabin, with wide projecting eaves and a dirt roof. The crevices between the logs are chinked with moss, which abounds every where. It takes two men about two weeks to get out the logs and erect one of these buildings, and when finished, it rents for \$15 a month, or if it is for sale it commands \$300-500. In 1896 about 1500 white people lived here, but since the beginning of the Klondike excitement nearly all have left the city, and only a few hundred Indians now reside there.

DELAROF BAY, Al.

on Unga Island, South Alaska. At the head of this Bay the Apollo mine is situated with a vein of gold bearing quartz.

DOUGLAS CITY, Al.

A small mining town on Douglas Island, divided from Juneau by the waters of Gaslineaux Channel. Here are the two largest mines of Alaska, the Treadwell and Mexican mines with more than three hundred

employees. The minors receive \$ 2,50 — \$ 3, per diem with bonuses, board and lodging. Population 500.

DUTCH HABOR, Al.

The most important harbor in the Aleutian Islands, monthly visited by the steamer "Dora" connecting Sitka, Yakutat, Kadiak and the Aleutian Islands. Within the harbor is an island, with a crescent bay, called Dutch harbor, a supply station of the owners of the sealing privilege in the Pribyloff Islands. At the back of this island, at the head of the bay, is another curved beach, the port of Unalaska.

DYEA, Al.

Where the Dyea river empties into Lynn Channel there was till 1897, no other settlement than Healy's store, an Indian trading post and outfitting establishment, owned by Capt Healy and Mr. Wilson. Many people were led there by the Klondike excitement, and a settlement was founded. Dyea is now a snbport with some accomodations for travelers.

EDGEMENT, Al.

A small mining-camp obont 7 miles north of Skagway, founded like that settlement in the summer of 1897,

FORT ALGER, Al.

will be the name of the new military post a few miles north of Circle City and near the northeastern boundery of the American possesssions.

FORT TONGAS, Al.

The most southern settlement in Alaska, near the British boundary with 6 white and 50 Indian inhabitants.

FORT WRANGEL, Al.

Fort Wrangel is situated on a small island, off the mouth of Stikeen River, the third great stream of Alaska, into which no less than 300 glaciers run their fleet. Wrangel has the largest saw-mill and the only poultry farm in the territory, and the most interesting totem-poles of all towns, representing a few of the first native families. Population

is now about 350, but the place will increase very soon by the development of the navigation on Stikeen River and the proposed railroad to the headwaters of the Yukon.

FORT YUKON, Al.

An old trading post, where the Porcupine River empties into the Yukon. The latter is said to be seven miles wide here.

HUMBOLDT HARBOR, Al.

Humboldt harbor on the Aleutian Islands, is a good harbor, opening into the strait between Unga and Topoff islands, with United States Custom House. The fishermen call that harbor "Sandy Point".

HUNA, Al.

Indian village on Admiralty Island in the southeastern part of Alaska with about 500 people in 25 houses. The Huna tribe is not very intelligent, only 11 per cent of the population being literate between the ages of 10 and 23 years. Near Huna, sanitary baths in Hot Springs.

ICY CAPE, Al.

Icy Cape is an elevation above the tundra on the Arctic shore with a settlement of about 60 inhabitants. Here the gravelly deposits on the beach contain numerous clam shells and black sand, indicating the presence of the bivalves at the bottom of the sea. Off Icy Cape are the Blossom shoals, and in bygone years herds of walrus congregated in the shallow waters to feed upon the clams to be found there. But it is rare to find any of these animals at the present day off this locality, as they have been frightened away by the whalemen.

ILIULIUK, Al.

Iliuliuk on Unalaska Island is a point of considerable commercial importance, having a church, custom-house, trading establishments, wharfs etc.

JUNEAU, Al.

Juneau is the most important city and commercial centre of Alaska.

Founded in 1880, it already had 300 inhabitants in 1881 and now it has at least 2-3000. This place, located on the mainland opposite Douglas Island, has its name from Joseph Juneau, a Canadian Frenchman, who first discovered gold in the Gold Creek, emptying here into the Gastineau Channel. It has a picturesque location on the base of an abrupt mountain cliff, sprinkled with snow and waterfalls. Icebergs from the Taku Glacier frequently float into the harbor. The city has a Post-Office, a Custom house, a Court house, an hospital and many large stores. The visitor will be astonished by seeing electric lights, water works, and three newspapers, to say nothing of the fire Department and the Brass Band. The Oriental hotel is steam heated and managed by an old miner. He charges two dollars and a half to three dollars a day for board and lodging. The principal industry is mining, gold having been discovered on several creeks near the city. At first it was placer gold only, but the ledges are now being worked and developed. Tourists will have an opportunity to see a great many curiosities, furs etc., prepared by the natives. The chamber of Commerce of Alaska has its seat here, the secretary's name is Mr. Kaufmann. The newspapers of Juneau are published weekly, their names are: The Alaska Mining Record, the Alaskan Search-Light and the Alaskan Miner. The Opera house has performances every night, but everybody must be careful not to go amongst the gamblers, who have their headquarters here. Juneau is distinguished from all other cities of Alaska by its excellent water supply of fountain water, coming from the mountains.

KADIAK, Al.

The name of the large island on the eastern shore of the peninsula Alaska. The climate of Kadiak is remarkably mild, and open winters are the rule. Nearly every family of the permanent inhabitants keeps cattle and cultivates a small patch of ground for the purpose of raising potatoes and turnips. When the

Russians first came to settle at this point they found a number of populous native villages upon the capes and headlands around the bay, but these have long since disappeared, leaving only a few grassy mounds to indicate their sites. There is now but one Eskimo community on Wood Island (see that name).

KARLUK, Al.

Situated on Kadiak Island where the Karluk river empties into the Holikof Strait, dividing Kadiak Island from the Alaska peninsula. More than 1000 white people live here working for the Karluk Salmon canneries, which are said to be the largest in the world. The firms resident here are the Karluk Packing Co. and the Hume Packing Co., they packed 665,983 red salmons in the season of 1897.

KOYUKUK RIVER SETTLEMENTS, Al.

Indian settlements with 200 inhabitants on the Koyukuk, a tributary of the Lower Yukon.

NULATO, Al.

A trading post, situated on the Yukon, where the 158th. meridian cuts that river. It is about 467 mls. from the sea coast and has about 120 inhabitants.

NUHLUKYEL (Tuklukyet), Al.

Nuklukyet is another trading post on the Yukon below the mouth of the Tanana, about 670 mls. from the sea coast. Connected with the Indian village of Tuklukyet with about 120 inhabitants.

(NEW) - METHALAKATLA (Port Chester), Al.

One of the most interesting points in south eastern Alaska. It is mostly called New-Methalakatla. *Methalakatla* being the name of the village from which the Indian tribe of the Tsimpseans moved in British Columbia about 70 mls. southeast of their present location on Annette Island. It is especially interesting on account of the history of the natives and their remarkable advancement toward civilization, 10 years

ago the spot where the village now stands was a dense primeval forest of spruce and hemlock. At the time of the removal of the Tsimpseans from old Methalakatla they were not permitted to carry away with them any of their personal effects and they established their homes at their present location under severe privations, and in the face of obstacles that nothing but an abiding faith in a Supreme Power and confidence in the man whose counsel had guided them for many years, Mr. William Duncan, could have overcome. Here is one of the largest and best equipped store buildings in the whole of Alaska, a frame building, about 60 feet front by 120 feet deep, and 30 feet high. When all the Tsimpseans are at home there are about 800 of them.

POINT BARROW, Al.

The most northern point in America on the Arctic Sea, 530 miles from Bering Straits. Good harbor with a population of one white man, one white lady and a few hundred Eskimos.

PORT CLARENCE, Al.

Port Clarence is a very fine, deep and commodious harbor on Bering Straits, the only safe harbor on the entire coast of Alaska north of the Aleutian Islands. Here is good accommodation for the whaling fleet as a rendez-vous during the month of July, when the tenders arrive from San Francisco to replenish their stock of provisions and take in return the whalebone and furs obtained during the spring cruise amidst the ice of Bering Sea. Large deposits of graphit occur in the hills around Port Clarence, but the presence of a heavy percentage of silica operates against the mineral being of commercial value.

The hills are covered in the summer season with luxuriant grass, which is due to the Kuro Schiwo, the warm sea-current, touching that coast. 276 white men and 144 Indians of both sexes live here.

ST. MICHAELS, Al.

On Norton Sound, is one of the most important localities on the coast. It is a trading-post, where rival firms have established their depots for the Yukon river and Arctic trade. The station keepers come down from the interior to the coast at the end of June and each receives his allotment of goods to take back with him in sailboats and bidars during the few months when navigation is not impeded by ice. The vessels supplying this depot can seldom approach the post before the end of June, on account of large bodies of drifting ice that beset the waters of Norton Sound and the straits between St. Lawrence Island and the Yukon delta. Travelers follow a trail across the country, and reach the Yukon 392 miles from its mouth via the Unalaklik river, emptying into Norton Sound, Ulu-kuk and Autokokat river, emptying into the Sukon.

ST. PAUL ON KADIAK ISLAND, Al.

The most important settlement in the Kadiak division of Alaska. The place was selected as a central station of the Russian fur-trading companies in the year 1789 on account of its good harbor and the close vicinity of good building timber. After the transfer of the territory several American firms entered into competition for the valuable fur trade of the district, but through at times the contest was carried on with great vigor and vituperation, one firm after another had to yield to the more perfect organisation and the greater means of the Alaska Commercial Company, which to-day controls the trade and occupies most of the space of this settlement, including the whole valuable water front. There are about 500 inhabitants.

ST. PAUL (UNALASKA) Al.

A small village with 250 inhabitants on the Pribiloff Island, interesting the fur-seal trade.

SEWARD CITY, Al.

A small settlement on the mainland north of Juneau.

SITKA, Al.

The capital of Alaska lies on the west side of Baranoff Island in latitude $57^{\circ} 52'$ and longitude $135^{\circ} 17' 45''$. Since Baranoff Castle unfortunately was destroyed by fire March 17th 1893 the Greek Church is the most prominent building of the town. Many houses are built in Russian style, many only of logs. There are now about 150 white people living there and 1000 Indians and mixed. The government and the United States Attorney have their seats here.

The climate conditions are very good for tilling the soil. "I have never seen finer potatoes, turnips, cabbages and garden products generally, than those grown here", says Gov. Swineford in his annual report to the government at Washington. In the vicinity of Sitka, especially on the shores of the beautiful Indian River, there are no less than 300 kinds of flowers known and classified. Humming birds fly about. Near Sitka there are hot sulphur springs which are in use for several kinds of diseases.

The temperature rarely falls below zero, near the sea, and cattle and sheep will exist throughout the winter without being housed or fed.

The weekly paper "The Alaskan" is published here and also the monthly "The North Star" for the interests of the Presbyterian mission in Sitka.

SKAGUAY, Al.

At the mouth of Skaguay River there lived on the first of July 1897 only one man Capt. William Moore, who had been a pioneer in that country, as an Indian-trader. The rumor that the Whitie pass would be the easiest and quickest route to the Yukon, brought severnl thousand people to that place. Having no opportunity to cross the mountains tho town was founded, numbering last winter about 5000 people. Plenty of frame houses a wharf and a saw mill have been erected here, but nobody knows how long this mining town will be en vogue.

SUMDUM, Al.

The Sumdum mining district is one of the most important in southeastern Alaska.

WEARE, Al.

A new trading-post where the Tanana empties into the Yukon. The number of population is still small, but will soon increase with the development of Central Alaska.

WOOD ISLAND or LESNOI, Al.

A small Eskimo village on Kadiak Island with about 120 inhabitants, has for many years played a prominent part in the commercial and industrial development of this country. When, subsequent to the discovery of gold in California, a demand for ice was created in the growing city of San Francisco, the Russian-American Company formed a partnership with American capitalists to develop the ice-trade. For this purpose two depots were established, one at Sitka and the other at Wood Island and the latter place, fitted with a long wharf, tramways, flumes, and ice houses soon became the principal source of supply. The

trade gave employment to men and ships, and with it was inaugurated the palmiest era of Kadiak's industrial progress. The ice plant was still in good order and shipments were continued to San Francisco, when Alaska was acquired by the United States, and the American partners in the enterprise continued the business, combining with it an active rivalry in the fur-trade. The increasing manufacture of artificial ice, however, gradually undermined the business, and after lingering for a number of years with the assistance of an annual subvention of California ice-makers, under promise of not shipping the natural article, the enterprise was finally abandoned in 1892. Since that time the Woodland Island people have earned their living entirely by sea-otter hunting on distant grounds, to which they are carried, on vessels of the Alaska Commercial Company. The old men and women attend to the potato gardens, and the company supplies them with boat-loads of salmon for the winter.

YAKUTAT, Al.

A small Indian village of 300 inhabitants on Yakutat Bay, near St. Elias.

ARIZONA.

The discoverers of Arizona were an Italian Franciscan Friar, Fra Macros de Niza (Mark of Nice), whilom companion of Pizarro in Peru, and Estevanico, a freed African slave. In 1539 these two men came northward from Culiacan, "as the Holy Spirit did guide", and reached the Gila Valley, Estevanico was slain by the natives; but Niza planted a cross in Cibola (Zuñi), and took possession of the country in the name of Spain. In 1687, and later, Jesuit and Franciscan missionaries did great work in this heathen land, and founded many towns; but the civilization which arose in their train vanished before the forays of the pitiless Apache warriors. The missions were suppressed by the Mexican Government in 1828, and the Indians destroyed again most of the churches and mining plants, and reduced Arizona to savagery. During the Mexican War, in 1847, Gen. S. W. Kearney marched his command through the Gila Valley, and first brought this country to the notice of Americans. The part north of the Gila was ceded to the U. S. by Mexico in 1848, and the 40,000 sq. miles south of the Gila, came by the Gadsden Purchase, in 1853, from Mexico, for \$10,000,000. Gen. Gadsden made great efforts to have his purchase include Gaymas, but Congress did not support him, and thus Arizona is devoid of a seaport.

In 1861, the U. S. garrisons retreated to New-Mexico and the Confederates captured Tucson and threatened Fort Suma. With Texan

riders on one side, Sonorian plunderers on another, and the murderous Apaches everywhere, the Territory was mercilessly laid waste, and many of its people fled into exile. In May, 1862, Col. Carleton's column of 1800 Californians marched from Los Angelos to Suma, occupying it permanently for the Union. At this time there were no settlements north of the Gila River. The Territory was not set apart from New-Mexico until 1863. Between 1864 and 1876, the savages were placed on reservations; and in 1878 the railway locomotive crossed the Colorado River and the era of savagery and isolation came to an end. Yet even as late as 1882-3 the Apaches left their reservations and murdered many citizens of the Gila Valley. They finally took refuge in the Sierra Madre, where Gen. Crook, acting by arrangement with the Mexican Government, attacked them. Another foray occurred in 1885-6, when Geronimo killed 50 persons, before Gen. Miles captured the red warrior in the mountains of Sonora. It is but a short time since the most dangerous of the Apache bands were banished to Texas. Yet even in 1891 a number of Arizonians were killed by the Indians.

Since the removal of many of the hostile Apaches, and the incoming of the railways, Arizona has grown rapidly. Its population was in

1870 : 19,658
1880 : 40,440
1890 : 59,620

The name of Arizona comes from "Arizonac", the native name for a locality near the head of the Rio Altar. Arizona is sometimes also called, "The Sunset Land" or "The Apache State". It is from 31° 20' to 37° northern Longitude, and 69° 52' to 73° 32' western Latitude from Washington.

JUMA, Ariz.

Formerly Fort Juma in Arizona, a village near the junction of the Gila and Colorado Rivers, where the train crosses the latter river on a fine bridge. The village has a population of 1,773. It is approached by steamer up the Colorado River, and is the western terminus of the Arizona Branch of the Southern Pacific R. R. Here is the location of the Territorial Penitentiary, and there are other notable public buildings.

PHOENIX, Ariz.

The capital of Arizona with 3152 inh. on the Salt River; nicely situated among the vineyards and orange-groves of the mountain-walled Salt

River Valley, in an oasis made by irrigation, with a climate of short and sunny winters and long summers. In its vicinity ruins of prehistorical settlements have been founded.

PRESCOTT, Ariz.

A village of 1,759 inh. in Arizona, at an elevation of 5,700 feet, with a bracing and salubrious climate, and in a region rich in mines and in magnificent mountain-scenery.

TUSCON, Ariz.

An ancient city of Arizona, founded in 1560 by the Jesuits. Reached from Benson by the Southern Pacific R. R. It was for many years the capital of the Territory and has now a population of 5,150. It is pleasantly situated in the Santa-Cruz Valley, has 4 churches and 5 newspapers, 2 banks, gas, ice and water works, a tannery and a smelter, and a large trade with Sonora. Seat of the University of Arizona and other educational establishments. It does a large business in exporting gold-dust, wool, and hides.

ARKANSAS.

Arkansas is located in the milder portion of the Mississippi Valley and has an area of 52,198 square miles, or 33,406,720 acres. Owing to the difference in the elevation of the various portions of the State and its southern location, a greater variety of products is raised than in any other of the States. In the southern section, semi-tropical fruits and plants are grown, and the products of the northern States are successfully raised in all sections. The surface of the State is comparatively level in the east, gradually becoming more elevated toward the west, the greatest elevation being reached in the Ozark Mountains. The surface of the State presents a pleasing variety of hill, plain, prairie, woodland, valley and stream.

The census returns of the State for 1890 give a population of 1,128,179. Estimated now at 1,600,000.

The principal products are: cotton, corn, wheat, fruits, live stock, dairy products, minerals (coal, iron, manganese, zinc, lead, copper, etc.), timber.

ARKANSAS HOT SPRINGS.

History gives us reasonable assurance that De Soto discovered the Hot Springs, and spent one winter in camp at that point. They were known to the Indians long before the white man's foot had wakened the forest echoes west of the Mississippi. The sick from all the surrounding tribes were taken there to be cured of diseases that baffled their medicine men. Their fame spread among all the sothern tribes,

and it was from these reports that Ponce De Leon conceived the idea of the Fountain of Youth, for which he searched in vain for many weary years. The early French settlers were the first to discover the true value of these thermal springs for healing diseases. During the early part of the present century French settlers, trappers and voyagers, made temporary use of these springs for the treatment of sick members of their families. Several log cabins were built in the valley, and they were refitted and used by any who chanced to come.

The Hot Springs are situated on one of the lower spurs of the Ozark Mountains, about sixty miles southwest of Little Rock. The surface of the surrounding country is mountainous and broken enough to rob it of all monotony, and add a large item of interest to a sojourn in the health valley of Hot Springs.

These springs are reached from the North and East hy way of St. Louis and the Iron Mountain route. Three trains every day run from St. Louis in connection with trains from all through trunk lines to that point, and are equipped with Pullman Buffet Sleeping Cars and Reclining Chair Cars, the seats in which are free. Travelers from the South arrive at Texarkana and take the Iron Mountain route from that point. The Iron Mountain route may be taken from the East at Memphis, and passengers are carried from that city via Little Rock to Malvern, where the change is made to the

Hot Springs Railroad to Hot Springs, a distance of twenty-five miles.

These Springs are one of the great natural curiosities of the world. Seventy-two streams of hot mineral waters issue from the mountain side, from 50 to 75 feet above the valley, and from 650 to 700 feet above sea level, and pour their liquid streams of health forth for the afflicted of all the earth. These waters have proven efficacious in many diseases where medical skill has been baffled. They are, therefore, at the same time the Mecca toward which the ill and afflicted turn for relief, an ob-

The Springs, seventy-two in number, and varying in temperature from 96° to 157° F., and a flow of nearly a million gallons daily, are owned and controlled by the United States Government alone, whose reservation of 2560 acres was set aside for exclusive use as a Sanitarium by act of Congress in 1832. At an altitude, that is a happy medium between low and high, visitors to the Springs are not subject to malaria, so frequent in resorts near swamps or marshes, nor to the changes of high altitudes in quickening the respiration and the



Bath House Row on Government Reservation.

ject of curiosity for the sight-seer, and a favorite resort for the pleasure seeker and tourist. They are annually visited by thousands. Society is of the best, and many permanent and beautiful homes have been built.

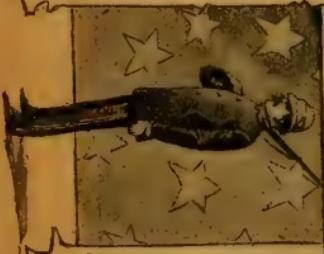
HOT SPRINGS.

Arkansas is the most justly famous of all the health resorts of America. The city of Hot Springs is situated on the mountain and in the valley of the same name, about fifty miles southwest of Little Rock, the state capital, and twenty-two miles from Malvern, the junction of the St. L. I. M. & S. Ry., and the Hot Springs R. R.

action of the heart. Of all the cities of British America, but one has a death rate as low as that of Hot Springs, and none at all in Continental Europe.

As a resort for invalids, Hot Springs is without a rival, either in the health resorts of the Old World, or in those of the New. At no other place can so many and so various diseases be successfully treated. Among the diseases that are completely cured or, if too far advanced for recovery, greatly benefited; are Rheumatism, Gout, Scrofula, Paralysis, Neuralgia, Ozena, Catarrh, Sore Throat, Syphilis—acquired or hereditary, in its different forms—Asthma, Gravel, Diseases of the

The Army and Navy Hospital



Kidneys and Bladder, Eczema, Psoriasis, Uticaria, Impetigo, Prurigo, Rupia, Chronic Ulcers, Glandular Enlargements, Ring Worm, Migraine or Sick Headache, Enlarged Tonsils, Menstruation Troubles, and Sterility. Not a week passes without some remarkable cure where all hope of recovery had been abandoned before a visit to the Springs had been decided on.

In his report to the Secretary of the Interior for 1894, the Superintendent of the Reservation, Mr. William J. Little, says: "I give it as my unqualified opinion that the late spring and summer and the early fall are the most favorable times to visit Hot Springs for a course of treatment, especially if treatment is desired for rheumatism or any of the blood diseases. Hot baths and drinking hot water in hot weather mean sweating, and sweating produced by the hot water of Hot Springs means cleansing the system of these diseases, if they be present, and this may be more readily accomplished in summer than in winter."

These waters are now nearly all concentrated in large air-tight tanks built by the United States Government, and will bathe 19,296 persons daily, allowing twenty-five gallons for each bath.

In the hottest springs an egg can be cooked in fifteen minutes. All the springs on the east side of the creek, flowing from the Hot Springs Mountain (excepting one) are hot, and all on the west side (excepting the alum spring) are cold.

The following is from the report of Prof. David D. Owen, when he was State Geologist:

"In many forms of chronic diseases especially, its effects are truly astonishing. The copious diaphoresis with the hot bath establishes, opens in itself, a main channel for the expulsion of principles injurious to health, made manifest by its peculiar odor. A similar effect in a diminished degree is effected by drinking the hot water—a common, indeed almost universal practice among invalids at the Hot Springs.

"The impression produced by the hot douche, as above described, is indeed powerful; arousing into action the sluggish and torpid secretions; the languid circulation is thus purified of morbid matters, and thereby renewed vigor and healthful action are given both to the absorbents, lymphatics, and to the excretory apparatus—a combined effect which no medicine is capable of accomplishing.

"The large quantity of free carbonic acid which the water contains, and which rises in volumes through the water at the fountain of many of the springs, has undoubtedly an exhilarating effect on the system, and it is no doubt from the water of the Hot Springs coming to the surface charged with this gas that invalids are enabled to drink it freely at a temperature at which ordinary tepid water, from which all the gas has been expelled by ebullition, would act as an emetic."

Hot Springs is as a summer resort as delightful a place as can be found, cool and pleasant. The highest, lowest and average mean temperature, together with the number of clear, rainy and cloudy days for each month of 1894, is shown by the following table:

Months.	Highest Temperature.	Lowest Temperature.	Average.	Cl ar Days.	Cloudy Days.	Rainy Days.
January	75	25	58	23	1	7
February	70	30	52	22	—	6
March	80	45	69	22	—	9
April	85	63	75	24	1	5
May	88	62	81	28	—	3
June	92	78	85	27	—	3
July	94	76	84	24	—	7
August	90	76	83	24	—	7
September	89	66	79	25	2	3
October	87	56	76	28	—	3
November	80	50	66	28	—	2
December	74	23	57	23	1	7

Highest temperature for the year, 94; lowest, 23; mean average for year, 72. Total number of clear days, 298; rainy days, 62; cloudy days without rain, 5.

Thermometer readings taken at noon each day at the Arlington Hotel.

Additional evidence that Hot Springs is a desirable summer as well as winter resort is found in the presence during the season of large numbers of the best Southern people from every section of the South, who select Hot Springs for their summer outing in preference to the resorts farther north.

The hotel accommodations are of the best and range in price from \$1.00 to \$10,00 a day.

90 day tickets are on sale at many of the principal cities and stations of the United States, generally at a reduction of about 25 per cent from full rates, and visitors will do well to inquire for them.

Several of the hotels of Hot Springs are first-class, they are large and well built houses, and in cuisine and appointments unsurpassed.

The Eastman Hotel, one of the grandest resort hotels in the United States, containing 480 rooms, was opened for the first time for the season of 1889. Another equally as magnificent, although not so large, is the Park. The Arlington and Avenue Hotels can accommodate over 300 guests each; the Sumpter, Plateau and Waverly have room for about 100 each.

There are ten or twelve houses that justly may be called hotels; the others are only boarding-houses, though some of them give as good fare and accommodations as are to be had at some of the hotels. Private boarding-houses are numerous, and there is quite a difference between the cheapest of these and the high-priced hotels, \$4 to \$25 being the range, of prices per week.

The city of Hot Springs has 11,000 inhabitants.

The site, where the springs are, belongs to the United States Government and is the seat of a large Army and Navy Hospital.

From Hot Springs many excursions may be made to the Ouachita Valley, Gulpha Gorge, Hall's Half Acre, Happy Hollow, Ball Bayon, Crystal Mt., Witington's Peak and to the other springs in the vicinity; as Potash Sulphur Springs, Mountain Valley Sptings etc.

ARKANSAS POST, Ark.

An ancient settlement, on the Arkansas river, some 50 mls. from its mouth, having been occupied by the French as early as 1685. It was, for many years, the chief depot of the peltries of the county far around.

BATESVILLE, Ark.

Batesville is the terminus of the White River branch, and is located in the edge of the mountainous region that extends over the entire Western half of the State. During the Winter months, small steamboats ascend the White River from Batesville to a point near the Missouri line, nearly two hundred miles as the river runs, and most of this distance is traversed amid scenery surpassing that along any other navigable stream east of the Rocky Mountains.

CAMDEN, Ark.

A country-town of 2571 inh. on the Washita river, 110 mls. from Little Rock Lignite Rock abounds here. Reached by the St. Louis, Iron Mountain and Southern R. R.; and the Arkansas Midland.

FORT SMITH, Ark.

The second largest city of the State with some 16,000 inhabitants. Reached by the St. Louis and San Francisco Railroad.

GAINESVILLE, Ark.

A small town on the Helena branch of the St. L., I. M. and S., St. Francis lake in its vicinity.

GREENVILLE, Ark.

Town of 7000 inhabitants on the left bank of the Mississippi, important for its export of cotton. The town is surrounded by cotton-plantations, which afford a very picturesque

view. The homes of the farmers are often large old mansions surrounded by beautiful trees, which are phantastically draped with Tillandsia usneoidis.

HELENA, Ark.

Town of 5000 inh. on the right bank of the Mississippi with active industries, principally wood.

KNOBEL, Ark.

The junction point of the main line of the St. Louis, Iron Mountain and Southern and its Helena branch. It is particularly desirable as a stopping place for sportsmen.

LITTLE ROCK, Ark.

The capital of the State. The city is situated on the right bank of the Arkansas River and is an important railroad center. It has 40,000 inhabitants who carry on a large business in cotton and other products. The city is well built, and has regular, broad streets which are shaded by Magnolias. Little Rock possesses some fine public buildings; the most important are: the *State House*, the *United States*,

Court House, the *County Court House*, the *State-Insane-Asylum*, the *Institute for the Blind and Dumb* the *Post-Office*, the *Chamber of Commerce*, the *Little Rock University* and the *Medical Department of the Arkansas University*.

Reached from St. Louis, by the St. Louis Iron Mountain and Southern Railway.

PINE BLUFF, Ark.

An important cotton port, on the Arkansas with about 14,000 inhabitants.

TEXARKANA, Ark.

An important railroad center see Texarkana, Tex. on the boarder line between Arkansas and Texas.

VAN BUREN, Ark.

A very lively commercial town, within 5 mls. of Indian Territory 160 miles west-north-west of Little Rock, pleasantly situated on the Arkansas.

Railroads St. Louis, Iron Mountain & Southern; St. Louis St. Francisco; Little Rock & Fort Smith.

CALIFORNIA.

The name California is derived from the Spanish, and means "hot furnace." It was first applied to the lower peninsula, which is now known as Lower California, upon its discovery in 1534. Juan Cabrillo; a navigator in the service of Spain, was the first to visit Central and Northern California in 1542. Junipero Serra and his Franciscan friars settled at San Diego in 1769. California formed a part of independent Mexico in 1821. On July 7, 1846, the American navy seized Monterey. Gold was discovered January 19, 1848, and one month later Upper California was ceded by treaty to the United States. On September 9, 1850, California was admitted as a State into the Union. Her dimensions are 770 miles long; extreme width, 330 miles; least width, 150 miles, and she has an area of 160,000 square miles, or 100,000,000 acres of territory.

MINERAL SPRINGS IN CALIFORNIA.

California has thousands of mineral springs. The most notable are the Paso Robles, Paraiso, Gilroy, Harbin, Byron, Seigler, Bartlett, and the hot mineral waters of Lake Napa, Sonoma, Plumas, Lassen, Colusa, Los Angeles, Santa Barbara, San Bernardino and San Diego counties. Then there are the cold chalybeate springs of Napa, Colusa Lake and Sonoma counties.

In Lake county are found an immense number of mineral springs, both hot and cold. They can be

reached by stage from Cloverdale or Calistoga. Adams', Allen's, Anderson', Bartlett, Bradshaw, Bonanza, Gordon's, Harbins, Hough's, Highland, Howard's, Pearson, Siblet, Seigler, Sulphur and Witter are the best known.

AETNA SPRINGS, Cal.

In Napa County, easy of access from St. Helena by an excellent road over Howell Mountain. The scenery is grand and imposing, plenty of fishing and shooting, fine drives and good hotel accomodations. Route: Rail to St. Helena, stage to Pope Valley.

CALISTOGA SPRINGS, Cal.

There are twenty hot springs, noted for their medicinal qualities; splendid facilities for cold, hot, vapor or chemical baths. Route, same as to Aetna Springs.

MARK WEST HOT SULPHUR SPRINGS, Cal.

Twenty-eight miles from Napa City and nine from Calistoga, on the county road leading from Calistoga to Santa Rosa. The springs are beautifully situated, 700 feet above sea-level, at the junction of four cañons forming a miniature valley. To Calistoga, 68 miles; stage to springs, 10 miles, via Petrified Forest.

ADAM SPRINGS, Cal.

Lake County, five miles from Glenbrook. The waters are cold and of a fine alkaline character.

SEIGLER SPRINGS, Cal.

Lake County, five miles from Adams Springs, consists of hot and cold sulphur, soda, iron, arsenic and other waters.

BONANZA SPRINGS, Cal.

Two miles from Seigler Springs, containing, six from Glenbrook and eight from Lower Lake. There are a number of springs, containing iron, soda magnesia, silicum, sulphur, etc.

HOWARD SPRINGS, Cal.

Lake County, two miles from Seigler Springs. There are one hot and two cold iron springs, one hot and cold magnesia, one cold silica, one alum, one borax, one soda, hot plunge baths, etc.

ANDERSON SPRINGS.

Lake County, nineteen miles from Calistoga. The place is a small cañon in the midst of a forest.

PEARSON'S SPRINGS, Cal.

Lake County, fourteen miles from Lakeport. There are five springs, all cold, — soda, sulphur, soda, and gas springs.

GILROY HOT SPRINGS, Cal.

Are numbers of hot springs, the main one of which gives the place its importance, being from 100° to 115° degrees temperature, and composed of sulphur, alum, magnesia, iron, iodine, and traces of arsenic. The waters are used for drinking and bathing.

BYRON HOT SPRINGS, Cal.

Contra Costa County, sixty-eight miles from San Francisco. The waters have been renowned for a great many years among the Indians and Mexicans. There are hot and cold sulphur, soda, iron, and magnesia springs, several of them with a temperature of 130° , and pure drinking water from inexhaustible mountain springs. The springs are kept open all the year round. There is no doubt that these waters possess peculiar curative powers.

MOUNTAINS.

Some of the mountains most fre-

quently visited are Mt. Shasta, Lassen Peaks, Mt. Diablo, Mt. St. Helena, Mt. Hamilton, and the Santa Cruz Ranges.

MT. SHASTA, Cal.

In Siskiyou County, is one of the grandest of mountains. Rising to a height of 14,440 feet from the plain, the general level of which is about 3,500 feet above the sea, it occupies a position of majestic solitude and commands a view which for extent has no equal. Route: Via rail to Sisson's; horses and guides from there.

LASSEN PEAKS, Cal.

Seventy miles south of Shasta, 10,577 feet high, on the line between Shasta and Lassen Counties. Seventeen clear lakes in peaceful quietude amidst the mighty ruggedness about them, flashing silvery in the sun. There are a number of dark, boiling pools also, one of which is from seventy-five to one hundred feet in length, and the roar of which can be heard several miles away.

There is also the largest and most remarkable geyser on the coast, throwing up a fountain of scalding water nearly seven feet high in a solid shaft six feet in diameter, which breaks and rises twenty-five or thirty feet higher in broken streams, enveloping a large area with immense clouds of steam with a roar second only to Niagara.

Route: Via Chico, Butte County; thence by stage to Prattville, forty miles.

There is plenty of game in the vicinity of Lassen Buttes, from grizzlies down to doves, deer, rabbits, hares, quail, etc., and at Prattville plenty of good fishing and a first class hotel.

MT. DIABLO, Cal.

An isolated peak of the Coast Range, 3,856 feet high, twenty miles from San Francisco. The panoramic view from its summit is unsurpassed, embracing as it does the Sierra Nevada from Lassen Buttes on the north to Mount Whitney on the south, a distance of 300 miles; the Coast Range from Mount St.

Helena to Mount Hamilton; the Sacramento, San Joaquin, Napa, Sonoma and Santa Clara Valleys; half a hundred cities and towns, among which may be mentioned San Francisco, Sacramento, Stockton and Petaluma.

Route: Via Martinez or Haywards; thence by saddle or carriage.

MOUNT ST. HELENA, Cal.

Napa County, 4,843 feet high, the view from the summit is very beautiful, and takes in Sonoma, Napa, Pope, Knight's and Russian River Valleys. Route: Via St. Helena, sixty — eight miles; thence by stage twelve miles.

SANTA CRUZ MOUNTAINS, Cal.

A detached spur of the Coast Range running through Santa Cruz County, overlooking the Pacific Ocean, thronged with campers the entire summer. Their average height is 2,500 feet, and they offer the special attraction of a healthful climate, pure water, and an abundance of fish and game.

TAHVE LAKE, Cal. & Nev.

The grandest of the many lakes in the Sierra Nevada Mountains.

It is twenty-five miles in length and in some places from twelve to fourteen miles in width. It has a depth of 1,700 feet, an altitude of 6,216 feet, and is surrounded by mountains which tower above the lake from 2,000 to nearly 5,000 feet. To the right, fifteen miles away, are the Rubicon Mountains, 9,284 feet above the level of the sea; then Mount Tallac, 9,715 feet, and Mount Ralston, 9,140 feet; and, farther along, Pyramid Peak, 10,052 feet; then, on the left, Monument Mountain, 10,013 feet, and Sand Mountain, 6,839 feet; the Tahoe Range lying in Nevada, Job's Peak, 10,637 feet, and Genoa Peak, 9,135 feet, are also within this beautiful frame of noted earth giants.

Route: To Truckee, 209 miles; thence by stage sixteen miles.

WEBBER LAKE.

Lies in the Sierra Nevada Mountains at an altitude of 6,925 feet above the level of the sea. It is about a

mile from land to land in any direction across Webber, and it is about 90 feet in depth. The water is very clear and pure; and it is the most superior fishing ground of California, the trout being gamy and delicious.

Route: To Truckee; thence by stage twenty-six miles.

DONNER LAKE.

A beautiful sheet of water three miles from Truckee, three miles long and one and one-half miles wide.

INDEPENDENCE LAKE.

Eighteen miles from Donner Lake, is two and one-half miles long and by three-quarters of a mile wide, and is more than 6,000 feet above the level of the sea.

CLEAR LAKE.

A remarkable body of water twenty-five miles long, six miles wide and 1,200 feet above the sea. Many small towns are situated on and adjacent to Clear Lake, among which is Lakeport, the county seat of Lake County.

Route: Rail to Ukiah; thence by stage.

BLUE LAKES.

Twelve miles from Lakeport, consisting of a series of three lakes, drained by one stream, are noted for their pure and healthful atmosphere and their romantic scenery.

YO SEMITE VALLEY, Cal.

Among all the natural wonders of this wonderland, the great Yo Semite Valley ranks first without dispute. The fame of this grand temple of nature has extended throughout the world. This wonderful combination of great cliffs, grand waterfalls, dome shaped mountain peaks, parklike meadows, deep umbrageous cañons and charming nooks, must be seen, and once seen, can never be forgotten.

There are four routes for reaching the valley: The Madera road has its western terminus at Madera, 185 miles by rail from San Francisco. There are ninety-four miles of staging, the general direction of the road from Madera being northeastward; and the greater part of its

length in the basin of the Fresno River.

The Y. S. & T. Co's stages start from Raymond, which is 199 miles by rail via Berenda from San Francisco. The road is 60 miles long, and is through the Mariposa grove of big trees. The big Oak Flat road starts from Milton (133 miles by rail from San Francisco), and is eighty-five miles long. The Mariposa wagon road from Merced (141 miles by rail from San Francisco), is ninety-three miles long.

The Yo Semite Valley is readily reached from San Francisco or Lathrop, via Berenda or Milton stations, on the Los Angeles line of the Southern Pacific Railroad. The round trip from San Francisco or Lathrop to the Yo Semite Valley and return to San Francisco can be made in four days. This includes a visit to the Mariposa grove of big trees, either going or returning, and enables the traveler to visit all the chief points of interest in the valley. The Yo Semite Valley is the tourist's paradise of California on the Pacific Coast, if not of the world. It can not be compared with Yellowstone National Park, because there are few points of similarity, and each is peerless in its own way. No other scene or series of scenes in the world presents the beauty of the one, or the wonderful features of the other. Having seen the one, the tourist should see the other. The Yo Semite Valley is set apart as a park, and is dedicated to the sightseer of the world. The points of interest are El Capitan, Three Brothers, Washington Column, Cathedral Rocks. The Sentinel and Domes, Bridal Veil Falls, Yo Semite Falls, Mirror Lake, and Clouds' Rest. The Yo Semite Falls are composed of three cascades, the first being 1,500 feet, the second 600 feet, and the last 400 feet high. In the four days' trip from San Francisco or Lathrop, only two days can be spent in the valley, which is only time enough to merely glance at the scenes of interest.

BIG TREES, Cal.

Next in importance perhaps to the

Yosemite come the Big Tree groves, which have no parallel elsewhere in the world, there are nine distinct patches or groves of Big Trees: 1st, Calavaras; 2d, Stanislaus; 3d, Crane Flat; 4th, Mariposa; 5th, Fresno; 6th, Kings River; 7th, North Fork Tule River; 8th, South Fork Tule River; 9th, Santa Cruz County, some of these groups contain over 600 trees, one tree having a diameter of 33 feet and being over 300 feet high. There is one now standing with a cavity which has been burned out that can give shelter to nineteen horsemen; another, the Father of the Forest, was 450 feet high and 46 feet in diameter. A great hurricane some years ago laid this mammoth low.

THE GEYSERS, Cal.

In Sonoma County, are very interesting natural hot-water baths; a fine hotel. The rail line to Calistoga (seventy - three miles), via Vallejo, Napa, St. Helena, passes through one of the prettiest valleys in the State. The stage line of twenty-six miles from Calistoga to the Geysers is through a charmingly wooded region; the Laurel, Manzanita, Madrone, and Buckeye abound. Good hunting and fishing. Fare, round trip, from San Francisco, \$11.00.

ALAMEDA, Cal.

Alameda is visited by many San Franciscans, especially on Sundays, on account of its abundance of trees, profusion of flowers, nice rambles in open grounds, and the various places of resort, including the swimming baths. The baths, which have a large patronage, are on the south side of the Alameda peninsula. The beach is a fine sand, firmly packed, and has a gradual slope, the water being only five and six feet deep two hundred feet from the shore.

APTOS CAL.

This is one of the most beautiful places in the State, six miles from Santa Cruz, situated on a bluff overlooking the ocean. Great variety of scenery, numerous drives in the vicinity, high cliffs of strata bearing many kinds of fossil shells, plenty of hunting and fishing.

CAMP CAPITOLA CAL.

This is another of California's beautiful seaside resorts, lying adjacent to the Santa Cruz branch of the Southern Pacific Railroad, Coast Division, and five miles from Santa Cruz. It is destined to become one of the most popular places in the State, and is largely patronized by parties from the interior.

CAMP GOODALL. CAL.

A very pretty, quiet seashore retreat near Watsonville, and one mile from the mouth of the Pajaro River. The beach is beautiful and offers fine facilities for bathing and fishing.

FRESNO.

In the center of the great San Joaquin Valley, 207 miles from San Francisco. This city was laid out in the fall of 1872, and in the spring of 1873 two or three board shanties were erected, and the place grew into quite a village during that year. In 1874 it was made the county seat, and in 1875 the present beautiful courthouse was built. From 1873 to 1880 its growth was slow but steady, the healthful outgrowth of the surrounding country, most of the colonies surrounding it having been planted during that period. Since 1885 its growth has been rapid, indeed. For a town to quadruple its population in three years is very remarkable. Fresno has done this and more. Her population may be set down at nearly or quite 10,000.

LOS ANGELES.

The "Queen City of the South", 482 miles from San Francisco, and claims at the present time 90,000 inhabitants. The city is eighteen miles from the sea and is six miles square. There will be found in Los Angeles all the luxuries and conveniences of a metropolitan center; the streets are models of cleanliness and comfort, being paved with Belgian block. The city is lighted by electricity, and there are electric, cable, and horse railways.

Los Angeles is a revelation to any visitor from the East, for one is not prepared to see such magnificent residences, beautiful grounds, and broad, shady avenues. The summer is neither oppressive nor enervating. There are a few days when the mercury goes above 100°, but owing to a peculiar quality of the atmosphere, even this high temperature is not felt as the same or a less degree of heat in the East. Sun-strokes are unknown, save on the desert. Every noon, during summer, a fresh breeze from the sea breathes across the country. Hydrophobia is practically unknown.

Agents of the North German Lloyd:

T. H. Duzan, Agt. Burl Route, Los Angeles, Cal.

E. E. Elser, Agt. Union Pac., Los Angeles, Cal.

O. W. Krause, 115 Bway, Los Angeles, Cal.

E. W. McGee, Agt. Santa Fe., Los Angeles, Cal.

W. Parris, Agt. Pac. Coast S. S. Co., Los Angeles, Cal.

A. D. Shepard, Asst. Genl. Pass. Agt. So. Pac., Los Angeles, Cal.

C. J. Lehmann & Co., 213 Spring St., Los Angeles, Cal.

MONTEREY

125 miles south of San Francisco, reached either by boat or rail. The Southern Pacific Railway has been a powerful friend and helper to the town. The company, in simply taking advantage of the great natural resources of Monterey, has furnished the tourist with one of the most delightful resorts in the world.

Drives, walks, sea-bathing, boating, and camping out are pleasures and pastimes at Monterey and Pacific Grove. The new Hotel del Monte is the most comfortable and magnificent house for tourists to be found: being large, and built in a grove of large shade trees and flowers, it can not but be pleasant and luxuriant. Six miles south of here is the old El Carmelo Mission Church, built by

Junipero Serra, who died and was buried here. Monterey and its environs are nature's own abode for the tourist.

The park grounds surrounding Del Monte have no equal on this coast. Croquet plats, an archery ground, swings, lawn tennis grounds, choice flowers, shrubs, trees, beautiful walks, and, in short, everything which an experienced landscape gardener's artistic eye can suggest, is being done for the improvement of this favored spot,

PASADENA.

Resident population of over 5,000; situated in the charming San Gabriel Valley. This is one of the most beautiful and popular resorts in Southern California. The wealth of vegetation along the streets and in the gardens is charmingly attractive, which includes lemon, date, fan palms, bananas, locust trees, persimmons, and a host of others. Fare, from Los Angeles, round trip, 30 cents.

PESCADERO CAL.

The town is situated in San Mateo County, one and one-half miles from the seashore, in a beautiful valley. The pebble beach is the greatest attraction, being one-third of a mile in length and covered to a depth of eighteen inches with siliceous stones of every conceivable hue and size. It is reached by the Southern Pacific Railroad to San Mateo, thence by stage about thirty miles over a delightful stretch of country, the scenery of which is grand in the extreme.

REDLANDS JUNCTION, Cal.

In the Santa Ana Valley on the Southern Pacific Railroad. Its growth has been wholly since 1887; it has now about 4,000 acres of orange orchards. In a decade it has developed from nothing into a town of paved streets, sewerage system, lighted by electricity, and adorned by handsome homes.

RIVERSIDE, Cal.

In the Santa Ana Valley, reached by a motor line from Colton. The

pioneers settlers at Riverside in 1871. Then it was a desert. Now it has 7,500 people, "Magnolia Avenue" is a broad thoroughfare for ten miles lined with magnolia, pepper, palm and eucalyptus trees.

SACRAMENTO, Cal.

The capital of California, ninety miles from San Francisco, and connected with that city by several lines of railway, as well as steamer lines on the Sacramento River.

The climate and health of Sacramento is unexcelled by any other section of the State. The distance from the ocean enables it to escape the cold, penetrating winds, while it does not get the hot blasts from the southern counties. The nights are, with one or two exceptions in the season, so cool that blankets are not uncomfortable as cover.

From Sacramento the tourist, before proceeding north, can pay a visit to Lake Tahoe, "the enchanted lake," as many term it.

Agents of the North German Lloyd:

H. J. Goethe, 1011 Fourth St.,
Sacramento, Cal.

F. E. Valentine, Agt. Santa Fe,
Sacramento Cal.

SALTON, Cal.

The lowest spot on the continent, 1851 miles from New Orleans, on the Southern Pacific Ry. Remarkable salt lake, thirty miles long and ten miles wide. The air so clear, that you look across it and it seems as though the further shore were not more than two miles away. It is a vast marsh, fed by thousands of springs that rise perhaps in the far-off mountains, and whose waters are rapidly evaporated as they reach the surface, leaving over the whole lake a white expanse of pure salt that sparkles like a vast rippling field of ice. The salt is packed and shipped on a large scale. As Nature replaces the salt as rapidly as it is gathered, the supply is inexhaustible. The work is done by Cahnilla Indians, who live in a little village near by.

SANTA BARBARA

281 miles by sea and 592 miles by rail from San Francisco, and contains about 10,000 people. In the course of the winter it is visited by thousands of tourists from the East, which causes it to present a more metropolitan aspect than many cities five times its size. During the summer months, there are visitors from San Francisco and the northern part of the State, so that at no time in the year is Santa Barbara lonesome. Horseback riding, surf bathing, driving among the cañons, and getting the views from the foothills, or merely dreaming away the hours in the calm enjoyment of the delicate atmosphere, the visitors experience no difficulty in passing the time.

SAN BERNARDINO, Col.

In the Santa Ana Valley, reached by a motor line from Colton. San Bernardino has an altitude of a thousand feet. The business center of the town is substantially built.

SAN BUENA VENTURA

is eighty-three miles from Los Angeles, beautifully located on the seashore, an old ex-Spanish town of 3,000 inhabitants. It is a quiet, homelike place, an admirable spot for a family during the winter. There are good stores, wellpaved streets, churches, schools, public library, and the finest of sea bathing.

SAN DIEGO

482 miles by sea and 609 miles by rail from San Francisco.

It is 127 miles from Los Angeles. It was here, or near by, at "Old Town", or Old San Diego, that the first white settler in California pitched his tent, April 11, 1769. It was the advance guard of civilization in the State. Padre Junipero Serra, the pioneer of pioneers with men, and the founder of the twenty-one missions of California, made his entry in this year into San Diego on foot from an overland trip from Mexico, and on the 16th of July, 1769, established the first mission in California.

SAN FRANCISCO, Cal.

The splendid metropolis of California and of the entire Pacific Coast of America, though less than forty years old as a city, has a population to-day of nearly 400,000, with a commerce reaching out through its Golden Gate to all the nations of the earth, with roads of steel stretching away to the east, south, and north, and connecting it by a few days' travel with every part of the broad continent; with great manufactures and markets for the sale and exchange of the fabrics and products of the civilized globe, and with the bright prospect of a growth and development which will bring it in a few more years to a rank among the great cities of the world.

San Francisco is situated on the noble bay which bears its name, a bay which extends north and south for sixty miles, with a width of from four to six miles in the vicinity of the city, and forming a great inland sea. The ground for several blocks along the city front is "made ground", made from cutting down the sand hills in the early building of the city. Telegraph, Russian, Clay streets, and California Street ("Nob" Hill) will be noticed on the right, as the visitor approaches the city by ferry from the Oakland Pier. On the left, and more distant, he will see the outlines of the Mission Hills, and, by looking between these and nearly on a line with a huge bulk of the Palace Hotel, he sees in the distance the "Twin Peaks". Market Street, the great thoroughfare, starts from the landing place, from the ferry steamer, and stretches southwest direct toward these prominent landmarks. The climate of San Francisco is very equable, the temperature averaging about 66° the year round, seldom going above 85° in summer or below 40° in winter. The trade winds, which blow during the summer months from the broad Pacific, usually commence about 11:00 a. m., and keep the temperature at a refreshing state of coolness, making San Francisco a most desirable summer resort; while the winter, or "wet season", extending from October to April, corresponds to spring months

in the Eastern and Middle States, with occasional rainy days, but often with weeks at a time of warm, bright, sunshiny days, the most perfect weather which can be imagined, with all the hills fresh and green, and in March, April, and May covered with the greatest profusion of wild flowers. Visitors who come from the Eastern States, should remember that they will need warm, heavy clothing here in summer as well as winter, as in summer the temperature in the morning up to eleven o'clock will often rise to 80° or 85°, and drop to 60° or 65° when the trade winds begin to blow.

The street-car system is unexcelled. A great many miles of cable-roads are in operation, traversing all parts of the city, climbing the steep hills, affording the residents of the hilly sections easy and cheap communication with the business parts. A trip over the cable-roads affords the finest views which can be obtained of the city, bay, and surrounding country, and is a pleasure trip indeed. The Market Street cable system extends to the famous Cliff House, Ocean Beach, and Sutro Heights, through the beautiful Golden Gate Park. The California Street cable-road runs up California Street

(or "Nob" Hill), where are situated magnificent residences. The United States Mint is on Fifth Street, near Market, and is the largest mint in the world. The splendid plant of the Union Iron Works at the Potrero is well worth a visit and inspection, it being fully equal in all its appointments to any of the great shipyards or iron works in the East, or on the Clyde, in Scotland.

Hotels: "The Palace", "The Grand" located on Market Street. "The Baldwin Hotel", "The Lick", "the Grand" and the "Occidental".

The Streets. The visitor lands in San Francisco at the foot of Market Street, which runs about southwest and northeast, and divides the two main systems of streets. The others cross at right angles, and are numbered from the water front westward, or from Market Street, 100 numbers being assigned to each block.

Telegraph Hill is in the northeastern part of the city, reached by the North Beach and Hill Street railroads, and from it may be had a fine view of San Francisco Bay and many points of interest. The best time to visit the Hill is about 9.00 a. m. on a clear morning. The following are the directions and distances of various points:

	Distance.	Direction.
The Farallones	35	miles W.
Point Bonita Lighthouse	6½	" Nearly West.
Alcatraz	1½	" NNW.
Yerba Buena Island	2½	" E.
Sausalito	5	" NW.
Red Rock	9	" N.
Two Brothers	11	" N.
Two Sisters	13	" N.
Port Point	3½	" W.
Oakland	7	" E.
Monte Diablo	29	" NNE.
Tamalpais	12	" NW.

Tamalpais now has a railway running from Eastland to the Summit, a distance of eight miles, 7½ per cent grade.

Monte Diablo and Tamalpais are the two most prominent peaks visible from the hill.

Nob Hill is reached by a ride of less than five minutes from Kearney Street by the California Street cable cars. Here you may see the costly

residences of Stanford, Flood, Huntington, Crocker, Towne, et al.

Public Libraries. — San Francisco has seven public libraries, with over 250,000 volumes in the aggregate. The principal of these are the Free, in City Hall; the Law; the Mercantile, Van Ness Avenue; the Mechanics', 31 Post Street; the Odd Fellows', corner Seventh and Market streets; the San Francisco

Verein, and the French. The Mercantile and the Free libraries are among the largest, having respectively over 55,000 and 60,000 volumes.

Golden Gate Park. — San Francisco has several public parks, the largest of which is the Golden Gate Park, three miles long and half a mile wide, containing 1,013 acres, extending from Stanyan Street to the ocean. From \$900,000 to \$1,000,000 has been spent in its improvement during the last fifteen years. The site of this Park, which in 1874 was nothing but bare sandhills, has been transformed into one of the notable parks of America. Its attractions are now perfect roads for driving and cycling; beautiful landscape gardening, a choicely stocked conservatory, rustic arbors, etc. — Military Band plays afternoons of Saturdays, Sundays, and holidays. Grand views of distant mountains, the Pacific Ocean, City and Bay of San Francisco. Drive out on Golden Gate Avenue, or by the Haight Street cable cars. Fare, 5 cents.

Presidio Reservation fronts on the Golden Gate for two miles on each side of Fort Point, which is situated at the narrowest portion of the Golden Gate. It has several miles of beautiful drives, is owned by the General Government, and its barracks have the largest military force on the western slope of the United States. Drive via Montgomery and Union streets, 4 miles to Presidio, $5\frac{1}{2}$ miles to Fort Point, or take Union Street cable cars.

Cliff House, Seal Rocks, and Sutro Heights are situated at Point Lobos, or the South Head at the entrance of the Golden Gate, and are among the chief attractions and famous places of California. From the balcony of the hotel, which overhangs the cliff, hundreds of seals, or sea lions, may be seen in the water or climbing over the rocks; while still higher up the cliff behind you are Sutro Heights, or the private garden of Adolph Sutro. South from this point, for three miles, is a beautiful beach, affording a fine drive at low tide. Tickets of admis-

sion to Sutro Heights are issued at the Cliff House free of cost to strangers. There are several ways of reaching the Cliff House, but the most scenic is the Powell Street line skirting along the Cliffs overlooking the ocean. Another way is by the route mentioned via Golden Gate Park and the Park & Ocean Railroad; or drive via Golden Gate Park and return along the beach, at ebb tide; and by Mission Road, fine city views; or by Point Lobos Avenue, good bay views; and Geary Street.

Cemeteries. — Laurel Hill Catholic and Odd Fellows' Cemeteries may be reached by Geary Street cable cars or Sutter Street cable line; the Masonic Cemetery by the McAllister Street cable line. Fare, 5 cents.

The Post Office, Custom House, and Appraiser's Building are in Washington St., between Sansome and Battery streets.

Mint. — The United States Mint is situated at the corner of Fifth and Mission streets. Special attention to visitors 9,00 A. M. to 3,00 P. M.

New City Hall on Park Avenue, McAllister, and Larkin streets, is not yet completed. Over \$3,000,000 has been expended on it, and the entire cost of the structure is estimated at \$4,500,000.

Markets for fruit, flowers, fish, game, and other produce are in the neighborhood of the Post Office — the "California Market," on California below Kearney; the "Central Market," corner of Dupont and Sutter. Visit early in morning. Semi-tropical fruits and flowers all the year round.

Theaters, Etc. — The Baldwin, corner Market and Powell streets; the New California, Bush, above Kearney; the Bush Street, on Bush, above Montgomery; the Grand Opera House, on Mission, between Third and Fourth; the Alcazar, on O'Farrell, between Stockton and Powell; Tivoli Opera House, on Eddy, above Powell, near the Baldwin Hotel; Columbia Theater, on Powell, opposite the Baldwin Hotel.

The Finest Buildings and Business Localities. — Banks, Insurance Companies, Stock Exchange, Merchants' Exchange are located in Montgomery

and Sansome, Pine and California, and Market streets; the Palace Hotel occupies three acres of land on New Montgomery and Market streets; the Baldwin Hotel and Theater, corner of Powell and Market streets; the California Hotel and Theater, on Bush street near Kearney Street; the Lick House, Occidental and Russ, on Montgomery; the Chronicle Building will also be noticed; the Crocker Building opposite Palace Hotel, and the Mills Building on Montgomery; the Parrott and Spreckels buildings on Market Street, recently erected, are very fine and merit attention.

Mission Dolores. — Built in 1776, one of the old Spanish landmarks, Sixteenth and Dolores streets.

Churches. — There are 120 church organizations in San Francisco, all of which have houses of worship in different parts of the city.

Schools. — There are two high schools, one public commercial, sixteen grammar, upward of thirty primary, and nine uniting both grammar and primary grades. There are about one hundred private schools in the city, over 72,000 children between the ages of five and seventeen years, and 800 public schoolteachers. San Francisco is the third city in the Union in the number of children taught in kindergartens.

Newspapers. — As a class, the newspapers of California have become distinguished for their intelligent treatment of local industries and commerce, and they have exerted great influence on the development of California's resources and for the promotion of the cause of popular education. The value of the newspaper and literary business amounts to over \$4,000,000 annually. There are about eighty daily newspapers in California, with a circulation of upward of 250,000 copies, of which San Francisco furnishes over 180,000 from fourteen publications. The demands of the people regarding the current news of the day are intelligently supplied.

General Information. San Francisco Post Office, Washington and Battery streets.

Main post office general delivery is open from 7.30 A. M. to 6.00 P. M.

every day, Sundays excepted. Sundays from 1.00 to 2.00 P. M.

Post Office Station "A" — Polk and Austin streets.

Post Office Station "B" — Eighth and Mission streets.

Post Office Station "C" — Twentieth and Mission streets.

Post Office Station "D" Foot of Market Street, at ferries.

Post Office Station "K" — 30 New Montgomery Street.

Hack fares: One person not more than one mile, \$ 1.50; two or more persons, \$ 2.50; four or less, by the hour — first hour, \$ 3.00; each subsequent hour, \$ 2.00.

Cab fares: One person not more than one mile \$ 1.00; two or more persons, by the hour — first hour, \$ 1.50; each subsequent hour, \$ 1.00.

N. B. — Dress warmly in San Francisco, or else carry overcoat or wraps, especially after nightfall. Cool sea breezes come without warning.

POINTS OF INTEREST.

Academy of Sciences. Market and Fourth streets.

Hopkins Art Institute. California and Mason streets.

Fire Patrol. Drill daily at 12 M. sharp. 106 and 108 Jessie Street, near Place Hotel.

Natatorium. Lurline Salt Water Baths, Bush and Larkin streets.

United States Land Office. 610 Commercial Street.

State Boards, Viticulture, 101 Sansome Street; Horticulture, 220 Sutter Street; Agriculture, Sacramento City; Trade and Exhibit of Products, 575 Market Street.

State Mining Bureau. Pioneer Hall, Fourth Street near Market.

Merchants' Exchange. California Street, between Montgomery and Sansome.

San Francisco Chamber of Commerce. Merchants' Exchange, California Street.

San Francisco Board of Trade. Union Block, 202 Market Street.

Libraries. The People's Free Library, New City Hall; The Mechanics' Library, 31 Post Street; The Odd Fellows' Library, Market and Seventh; The Geographical Society of the Pacific, 513 Post;

The San Francisco Art Association, 430 Pine; The Mercantile Library, Fourth Street, between Market and Mission.

Wells-Fargo Express. New Montgomery, near Palace Hotel.

Western Union Telegraph. Main Office, N. E. corner Montgomery and Pine.

Pacific Postal Telegraph. Main Office, 534 Market Street.

Te egraph Hill. Take Montgomery and North Beach street cars at base of hill. Elevation 294 feet. Fine view of the city.

San Francisco Stock Exchange. Pine Street, between Montgomery and Sansome.

Chinatown. Joss houses, theaters, restaurants, curio shops, etc., west of Kearney and north of California streets. Population about 30,000. Can safely be visited. For night visit and inspection of the opium and gambling dens, underground haunts, etc., a reliable guide is necessary.

Chinatown proper — that is, the portion of the city occupied almost exclusively by Chinamen — extends from Stockton Street almost to the border of Kearney, and from Sacramento to Pacific streets, including all the lanes and alleys that lie between. The most densely populated portion of the quarter is the block on Dupont Street, which is bounded by Jackson and Pacific.

Joss Houses. Of the six principal joss houses in San Francisco, one belonging to the Hop Wo Company is located at 751 Clay Street; one belonging to the Ning Wong Company at 230 Montgomery Avenue; one is at 35 Waverly Place; one at 512 Pine Street (the Kong Chow); one is situated in a lane on the north side of Sacramento Street, three doors below Stockton, and one on Jackson Street, between Stockton and Dupont.

Chinese Theaters. San Francisco has two Chinese theaters — the only ones in America — one at 629 Jackson, the other 816 Washington Street. The charge for admission is 25 cents for Chinamen and 50 cents for white persons. The performance runs from 4:30 till 12:00 P.M.

but the white visitor can see enough between 8:00 and 10:00 o'clock to satisfy his curiosity.

No Eastern visitor's education is complete till he has visited Chinatown. It can safely be visited by ladies in the daytime; for night visit and inspection of the opium and gambling dens, underground haunts, etc., a reliable guide is necessary and can be engaged at the Occidental or Palace hotels.

AROUND SAN FRANCISCO.

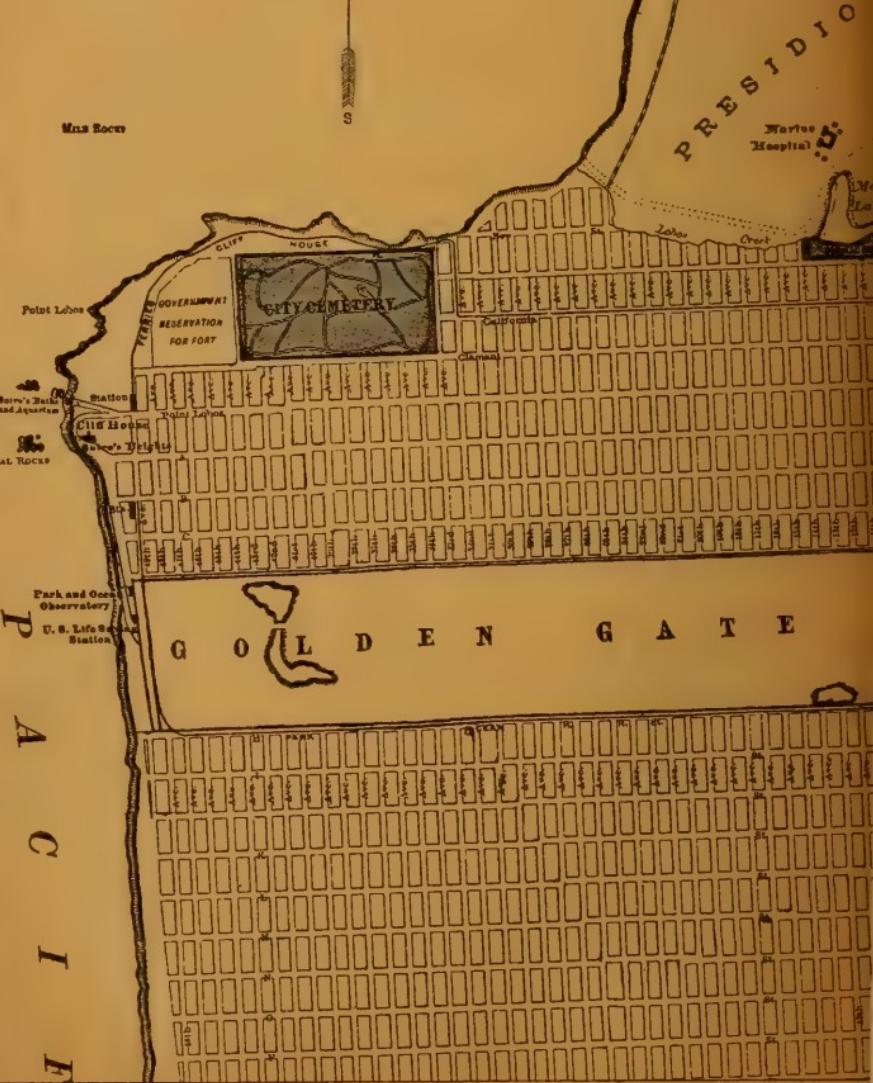
San Francisco is and should be made the center from which to visit all the tourist resorts of California. It is an interesting city of itself, and will employ the time of the visitor profitably and agreeably for days. Its sail-flecked bay and the Golden Gate are a chapter of pleasing sights varied in aspect by the movements of the multitude of vessels floating the flags of all nations.

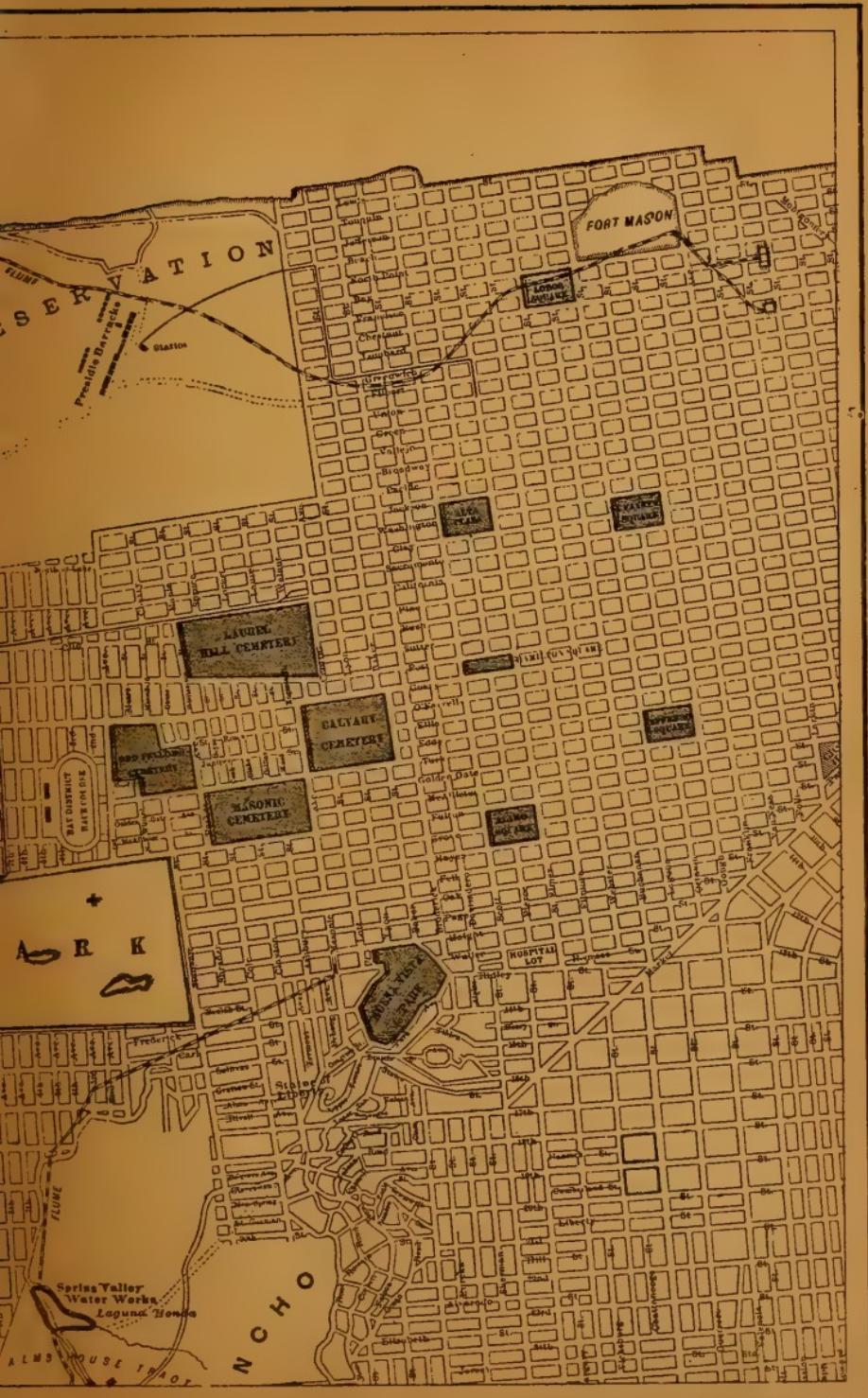
Among its many attractions the tourist must not neglect visiting the famous Cliff House, which commands a view of the Seal Rocks and the Golden Gate. The drive out to the Cliff House, through the military post of presidio and back through the park, is one of the finest drives in the world. Excursions across its shining surface to the ocean, to San Rafael, etc., are enjoyable and frequent. From San Rafael the journey may be continued northward to Santa Rosa, Tomales, the Geysers, Cloverdale, and Clear Lake, passing on the return the Petrified Forest, Calistoga, St. Helena, Napa, and Vallejo. Oakland, the suburban city, in which reside many of the richest citizens of San Francisco, Mount Diablo, the Sacramento River, Sacramento, Marysville, and Mount Shasta, may all be visited at slight expense. Southward lie Santa Clara, Pescadero, San Jose, Gilroy Springs, Pajaro, Santa Cruz, and Monterey, each charming in its own way.

Oakland is peculiarly happy in its location. It lies opposite the peninsula of San Francisco, and sheltered by its high hills and the intervening bay and islands from the coast winds and fogs. It has a long western frontage upon the beautiful

SAN FRANCISCO.

GOLDEN GATE







Bay of San Francisco, its northern limits directly facing the Golden Gate; with a southern frontage upon the Estuary and San Antonio Creek, now being deepened by the General Government for harbor purposes.

The slope upon which it lies is steep enough to insure good drainage, without interfering with the regularity of the streets. The soil is rich, and the circling line of the Contra Costa Hills lies so closely behind, upon the north, that it is sheltered alike from the cold winds of winter and the torrid heat of summer, which constitutes the chief drawback in some of the interior counties.

Only seven miles from San Francisco, there is yet an almost entire freedom from the damp, chilly winds and drifting fogs of the western shore. The landlocked nature of the location accounts for this, the ordinary currents of air being simply the gentle breeze that blows in from the salt water during the day, and the off shore breeze at night.

Berkeley, four and a half miles north of Oakland, is the seat of the State University. Steam cars (fare, 10 cents) from the ferry landing, and horse cars (fare, 10 cents) every hour from Broadway, Oakland. The carriage drive is fine. The elevation of the site of the University is about 400 feet above the sea, with a commanding outlook to the west. The walks through the grounds, which embrace 200 acres, are delightful, and the interest is augmented by the many foreign trees, shrubs, and vines, as well as all the domestic varieties, making an extensive botanical garden, which are cultivated here.

The facilities for crossing the bay to Alameda, Oakland, and Berkeley, those charming environs of San Francisco, are most excellent. Two ferry lines operated by the Southern Pacific Company run their fine steamers alternately with one another, affording a trip every fifteen minutes during the day and every half hour at night. The steamers connect with trains on the opposite side. The fare for steamer and train is 15 cents, or 25 cents for round trip.

The service is thoroughly first-class, and is probably not excelled by any like service in the world.

Agents of the North German Lloyd:

Robt Capelle, General Pacific Coast Agent, 118 Montgomery St., San Francisco, Cal.

Geo W. Fletcher, Union Pac., 613 Market, San Francisco, Cal.

J. F. Fugazi & Co., 5 Montgomery Ave., San Francisco, Cal.

D. W. Hitchcock, Union Pac., 1 Montgomery St., San Francisco, Cal.

Clinton Jones, Agt. C. R. & Pac., 30 Montgomery St., San Francisco, Cal.

S. H. Perkins, Agt. Santa Fe, Chronicle Bldg., San Francisco, Cal.

R. R. Ritchie, Agt. Chic. & N.W. Ry., 2 New-Montgomery St., San Francisco, Cal.

W. H. Snedaker, Agt. D. R. G. Ry., 14 Montgomery Ave., San Francisco, Cal.

F. H. Stateler, Agt. North. Pac., 638 Market St., San Francisco, Cal.

M. M. Stern, Agt. Can. Pac., Chronicle Bldg., San Francisco, Cal.

R. P. Schwerin, Genl. Mgr. Pac. Mail, Room 74 Union Trust Bldg., San Francisco, Cal.

Thos. Cook & Son, 621 Market St., San Francisco, Cal.

SAN JOSE.

A lovely city of 20,000 population, forty-seven miles south of San Francisco and frequented on account of its delightful climate.

Seven miles distant, in the picturesque canon of Alum Rock, the city owns 400 acres, and one of the most beautiful drives in the country connects the reservation with the town.

The institution that more than all others is making San Jose's name known abroad, is the great Lick Observatory, on Mount Hamilton, twenty-six miles from the city by an excellent road, and via the Mount Hamilton Stage Company which runs

elegant six-horse observation coaches, and has its general office at Wells, Fargo & Co. s.

SAN RAFAEL, Cal.

The chief town of Marin county, a beautiful place near the north-eastern base of Mt. Tamalpais, fifteen miles from San Francisco, can be reached by boat and rail, either by way of Sausalito or Tiburon. Being sheltered by the mountains, it has little wind or fog, and has charming natural scenery as well as many elegant dwellings and gardens. The drives in the vicinity of the town are very romantic, especially on the roads to Ross Valley, Nicasio, White's Hill, and the Lagunitas reservoir. San Rafael was the site of a Franciscan mission, established in 1817 to convert the Indians. The mission buildings have now disappeared.

SANTA CATALINA, Cal.

An island 19 miles off the Coast

of California, about thirty miles distant, to the south of San Pedro harbor not far from Los Angeles. This island is twenty three miles long and from half a mile to eight miles large. Its hills rise to a height of 3,000 feet. It is owned by private capitalists of Los Angeles and is one of the best known resorts on the Pacific coast.

SANTA CRUZ.

Eighty miles. Sea Beach Hotel. A city of 6,000 population, nicely situated on the bay of Monterey. A very popular summer resort; fine bathing and fishing. A beautiful mountain drive may be made six miles to the Big Trees. Fare, \$ 2.80 one way; round trip, Friday to Monday, \$ 4.50.

STOCKTON, Cal.

A flourishing town of about 22,000 inhab. on the San Joaquin River, 48 miles from Sacramento. State Insane Asylum.

THE UNION PACIFIC SYSTEM.

This great national highway, forming a part of the first transcontinental railroad from ocean to ocean, was conceived, and its construction authorized, as a war measure, the needs of the Government during the War of the Rebellion having clearly shown the necessity for it. When first talked of, many thought the feat of constructing a line of railroad over the Rocky Mountains an utter impossibility. The route, as projected along the old emigrant wagon trail through Nebraska to Ogden, in Utah, gave rise to grave discussion to its feasibility, and many who had crossed the plains, desert, and mountains to California in '49 and '50 knew very well a railroad could not be built there, for, "How could a locomotive ascent a mountain where six yoke of oxen could scarcely haul a wagon?"

There are people who challenge your admiration, and among them is the civil engineer. He climed the mountains thought impassable, and upon May 10th, 1869, the last spike connecting the East with the West was driven at Promontory, just beyond Ogden, since which time the Union Pacific has become known throughout the world for the excellence of its roadbed, the completeness of its service, and the shortness of its line connecting the two oceans.

Crossing the Missouri River from Council Bluffs, in Iowa over a magnificent double track steel bridge of 11 spans, 75 feet above the water, each span 250 feet long, and which was changed from a wooden structure originally connecting Iowa and Nebraska, to the present link uniting the two great States, without interfering with the running of a single train, Omaha is reached — — the metropolis of the "Antelope

State". A city of 140,000 people, Omaha shows what Western push and energy will do in a quarter of a century, the population in 1880 being 30,315. There are many points of interest in and about Omaha, which lies on the west bank of the Missouri.

Fremont, forty seven miles west of Omaha, is rapidly passed on the transcontinental journey. Columbus, Grand Island, Kearney, and North Platte are rapidly left behind. At Julesburg a profitable side trip may be made in a visit to Denver and its beautiful environments.

Denver is the social and commercial center, not alone of Colorado, but also of the outlying states, and is called the "Queen City of the Plains". Its elevation is 5,170 feet above the sea-level. It is the gate of the mineral and scenic phenomena that have made the Rocky Mountains famous?

From Denver there is an unbroken view of the Rocky Mountains for nearly 300 miles, reaching from beyond Long's Peak on the north to the historical summit of Pike's Peak on the south. This lovely mountain view is an every day affair to the citizens of Denver, but nowhere in the world can its beauty and grandeur be surpassed.

From Denver an innumerable number of trips may be taken and they will embrace in their extent the grandest scenery in Colorado, whether of mountain height, picturesque canon or beautiful valley. The points named are easy of access, and the train service of the Union Pacific and its Colorado connections unsurpassed.

Continuing the trip to the Pacific, Cheyenne is the next town of any importance after leaving Omaha. It is well and compactly built, and for many years has been the center of the cattle industry of the north. Leaving Cheyenne the train climbs a grade of 2,000 feet in thirty three miles to Shermann, 8,247 feet above the sea-level, and the highest point of the transcontinental ride between the Missouri River and San Francisco.

Just beyond Sherman is Dale Creek Bridge, one of the most remarkable sights of the overland trip. The structure is of iron and stretches from bluff to bluff with a 650 foot span. The train passes over it just 127 feet above the creek, which looks like a mere revulet.

Laramie, often called the "Gem City of the Rockies", has an elevation of 7,149 feet, and is one of the principal towns on the main line of the Union Pacific system between Council Bluffs and Ogden.

From Green River the trip across the continent to San Francisco is continued. After passing Granger, the last town of

importance in Wyoming, Evanston is reached. At Wasatch Station the road enters Echo Canon. Echo Creek, which runs through the canon is crossed thirty one times in twenty six miles. Three and a half miles west of Wasatch the train runs into a tunnel 900 feet long.

Ogden is the western termini of the Union Pacific. It has an elevation of 4,301 feet above sea-level, and a population of 17,000.

At Ogden the west-bound tourist finds himself transferred to what is familiarly known as "The Central Pacific", officially designated however, as "The Ogden Route" of the Southern Pacific Company.

COLORADO.

Colorado is a Spanish word, signifying "red" or "colored." It formed a part of the Louisiana purchase in 1803, and on its organization as a Territory in February, 1861, it was made up of parts of Kansas, Nebraska, Utah, and New Mexico. Vasquez de Coronado was probably the first white explorer to reach this section in 1540; in later years Captain Pike headed a party in 1806, Colonel Long in 1820, and Fremont in 1842-4. Colorado has an area of 104,000 square miles, and is 380 miles in length and 280 miles wide; ranks first in silver and fourth in gold, and in mineral productions is accounted the richest of the States. It was admitted to the Union August 1, 1876, and is known as the "Centennial State."

CEDAR POINT, Col.

104 miles from Denver, the highest point on the U. P. line, 5,695 feet above the level of the sea.

FIRST VIEW, Col.

166 miles from Denver; elevation 4561 feet. Derives its name from the fact, that if the sky be clear, passengers from the East, obtain their first view of the Rocky Mountains, 184 miles distant from their base.

HUGO, Col.

Station of the U. P. R. R., 104 miles from Denver; elevation 5,027; named for Mr. Hugo Richards, a Colorado pioneer.

KIT CARSON, Col.

Named for the famous trapper and guide of that name, and somewhat noted as being the place where the Grand Duke Alexis of Russia tarried to hunt buffalo, in January, 1872. It was a big hunt, and it is said that the Duke killed 40 of the noble animals.

On the Big Sandy River, near the junction of Horse Creek.

MIRAGE, Col.

A small station of the Union Pacific R. R., 39 miles from Kit Carson; deriving its name from the curious phenomenon, the mirage (mirazh), which has often been witnessed in this vicinity.

DENVER, Col.

The Capital of the State of Colorado and its commercial center. It has a population of 107,000. The first settlement was made in 1858, when 200 citizens elected a delegate and mounted him on the back of a broncho and started him for Washington, to get the "Pike's Peak Gold Mines" set apart from Kansas as a separate territory.

To-day its citizens can travel to the East in six different palace car lines via the Missouri River and one via Fort Worth and the Gulf of Mexico.

The traveler arrives in Denver at the Union Depot, a spacious stone structure, 503 feet in length by 65 ft. in width.

The principal hotels are: the Albany, Windsor, American, Metropole and St. James, Charges, from \$3,00-5,00 per day.

There are scores of Restaurants, from 5 cent lunch counters, to palaces. The street car system is very complete, starting from the southern entrance of the Depot. Public carriages can always be hired near the hotels and the Depot, also the Transfer Co's Busses and wagons.

Denver has smelting works and manufactoryes of all kinds. It has public buildings, cathedrals, churches and schools, unsurpassed in any eastern city of double its age. It has the finest opera house and well-appointed hotels. Its artesian water supply has no equal in the world, being taken by over 300 wells from 380 to 1,160 feet beneath the city, and is as pure as crystal.

Denver is the seat of Arapahoe county, 14 miles east in a direct line, from the base of the Rocky mountains, at the junction of the South Platte river and Cherry creek; elevation 5,224 feet above sea level. It is a city of brick and stone, almost exclusively. In many of the large business blocks (several eight stories in height) iron is used, and the buildings are very costly and substantial, and provided with all the modern improvements.

The Chamber of Commerce and Board of trade building is situated on the corner of Lawrence and Fourteenth streets.

The Alpine view from Denver, of the great Rocky mountain chain, extending north and south for 200 miles with Long's peak to the north, Pike's peak to the south, and the "dome of the continent," Gray's peak, in the center is most exquisite! Supplement the picture with the beautiful buttes, foot-hills and the rolling prairies, 600 miles wide to the eastward, and the magnificent landscape is complete.

As a distributing point, its central location must ever command the trade and traffic of the numerous mining and agricultural towns, both in the mountains and valleys. Its wonderful, almost unlimited railroad advantages, is another marvel.

Denver, to-day, is t'e terminus of more railroads, with but two exceptions, than any city, town or village in the world. Sixteen is the number now, to which can be added within the next 18 months, two more. These 16 railroads are all separate and distinct organizations, running regular trains.

The newspapers and miscellaneous publications number 33. Denver may confidently be looked forward to as the literary center of the Rocky Mountain region as well as its metropolis.

Fine view from the roof of the Equitable Building. West, the Rocky Mts. from Long's Peak in the north, to Pike's Peak in the south. Torrey's Peak and Mt. Evans are in full view. At your feet, the city with the new State Capitol and the charming residence quarters on Capitol Hill. The Cable car runs through 17th St. and 17th Avenue to City Park. Corner of 17th St. and Glenarm St., is the *Denver Club*. The *Central Presbyterian Church* is Cor. 17th St. and Sherman Avenue. Other edifices woi h visiting are; the *County Court House, Custom House and Post Office*. A visit to the *U. S. Branch Mint*, 16th Street, is interesting. Among the city's edifices and institutions are: the *Denver High School*, on Stout St., between 19th and 20th Streets; *City Hall*, Cor. 14th and Larimer Sts., the *Mining Exchange*, Cor. 15th and Araphoe Sts. the *Chamber of Commerce* with the *Mercantile Library*, Cor. 14th and Lawrence Sts. the *Presbyterian College*, Montclair; the *Tabor Opera House Block*, Cor. 16th and Larimer; the *Broadway Theater*, Cor. 18th St. and Broadway; *The Bijou*, Curtis St. *Trinity Church*, Broadway and 18th St. *St. Mary's Cathedral* (Rom. Cath.) on Stout St., between 15th and 16th Streets; *Westminster University of Colorado*; the *College of the Sacred Heart*, Corner College and Homer Avenues.

In Montclair, is a *Museum of Art*, containing a *Collection of Pictures* etc. The *Smelting Works* are worth visiting, e. g. The *Colorado & Boston* in Argo; *Omaha & Grant* in Larimer

IDAHO SPRINGS, COLO.—On the Union Pacific System.



St. or the Globe, all in the north of the city. By cable or electric car, Elitch's Zoological Garden (Admission 25 cents) Berkeley Lake and Park and Sloan Lake, can be visited.

Denver is well located for excursions and side tours in Colorado:

TOUR No. 1.

From Denver to Clear Creek Cañon, Central City, Idaho Springs, Georgetown, Middle Park and Gray's Peak,

The only rail route that can be taken to these places is via the (narrow gauge) Colorado Central, branch of the Union Pacific railway.

There are two regular passenger trains, each way, daily; one at 8 o'clock a. m., the other at 3 o'clock p. m. The morning train is the best to take.

Leaving the depot our train moves northward, passing gasworks, elevators, machine shops and factories, a half mile to the bridge over the Platte river. Soon we commence to climb the rolling prairie and in two miles Argo is passed, where are located the Boston & Colorado Smelting works.

Half a mile farther a beautiful view can be had of Denver, which lies to the southeast.

Proceeding a short distance farther, the valley of Clear creek appears suddenly to our vision. It is one of the most fertile in the state.

Descending into the valley we cross the bridge over Clear creek and run along on its west bank to Arvada, a small hamlet, seven miles from Denver.

Nearly opposite Arvada, to the south three miles that big building is the Catholic college.

Our course is now directly west toward the mountains, crossing Ralston creek and many irrigating canals to the base of the Table mountains.

These huge "Tables", the outposts or giant sentinels of the Rocky mountains, are 1,000 feet in height, nearly round, flat on top, well grassed, and at one time must have been one unbroken range enclosing a great basin above, where is now the site of Golden.

Golden. (Pop. 2,624). 15 miles from Denver, is the seat of Jefferson county; was first settled in 1859.

The State School of Mines is located here—a noble structure for the purpose. The number of students in attendance is large and increasing.

Leaving Golden our course is westward, directly for the mountains, which rise over 2000 feet above the road. The train circles the mountains and we are now in the mouth of the cañon, and the huge fingers of the mountain are thrust out on each side, interlocking like the fingers of the hands.

Eight miles brings our train to the first stopping place, Beaver Brook, named from a small stream, coming in on the left, down a narrow cañon, up which, six miles distant, is located a saw-mill in a perfect forest of timber.

Forks Creek — (Eight miles from Golden; elevation, 6,880 feet). — The junction of North and South Clear creek. Here our trains is divided. The route for Georgetown turns to the left, across the bridge, while that for Black Hawk and Central keeps to the right.

Two miles above the Forks is

Cottonwood — A side-track — a milk ranch and a water tank.

Nearly opposite this station Russell gulch comes down, up which, are located the old placer mines, so noted in 1859.

Black Hawk — (Pop., 2,000; altitude, 8,032 feet). — Gold in paying quantities was first discovered in this county at this place, by John H. Gregory, May 6, 1859. During the summer the great rush of gold-seekers commenced in earnest and the mountains were overrun with prospectors, every day bringing reports of rich placer diggings or quartz discoveries.

Central City — (Pop., 3,400; from Denver, 39 miles; elevation, 8,503 feet; 471 feet higher than Black Hawk). — The seat of Gilpin county. Central is the trading center, for an extensive chain of mining camps or "diggings," which number from 20 to 500 inhabitants.

Idaho Springs — (Pop., 3,500; from Forks, eight miles; Denver, 37

miles; Georgetown, 13 miles; elevation, 7,543). — Is in Clear creek country, in a beautiful little park nearly two miles long and half a mile in width, the lands gently sloping southward. The streets are broad, beside which are rows of planted trees.

In April, 1859, gold was discovered in paying quantities on what is known now as Chicago creek, a small stream that comes down from the south, opposite Idaho; but these placer diggings were soon worked out, and then came the search for quartz mines, the result of which has made this county one of the most noted in the mountains as a gold and silver-producing region.

Idaho for its hot and cold mineral springs has become noted as a health and pleasure resort.

It is claimed the waters contain rare medicinal properties, and are nearly identical in chemical ingredients and temperature with the celebrated Carlsbad waters of Germany. However that may be, they have become renowned and are visited by tourists and many citizens of Colorado annually.

Fall River or Spanish Bar is two miles above Idaho, where comes in from the north a small creek called Fall river, about eight miles in length, along which are located 1,000 quarts claims and several mills.

At different points above Idaho are located mills, mines, tunnels and extensive mining improvements, which include some placer mining. Four miles above Dumont is *Lawson*, at the base of Red Elephant mountain.

Empire City is two miles above Lawson, but not in view, being about one mile to the westward up the north fork of Clear creek.

After crossing the north fork our course is south, running along the base of Republican mountain which rises above the road almost perpendicularly 1,250 feet, while on the east, Alpine mountain elevates its crest 2,000 feet high. On the sides of these mountains are shafts, tunnels and prospect holes in great numbers. Three miles further, the Union pass wagon road can be seen away up the side of the mountain to the right.

It is built through a depression between Douglas and Democrat mountains, and is bordered on one side going up and the other going down with steep precipices.

As we proceed, the mountains are closing on each side, the way is narrow, the grade heavy, and the distance six miles from Lawson to

Georgetown — (Pop., 2,171 elevation, 8,476 feet; from Denver, 50 miles). The seat of Clear Creek county, in the center of the oldest silver-mining region in Colorado, at the eastern base of the "snowy range." The city contains eight stamp mills, one sampling and reduction works, many stores, churches, schools, hotels, and two weekly newspapers, the *Miner* and *Courier*.

Middle Park — Is reached by four-horse coaches from Georgetown, which leave three times a week, for as follows: North five miles to *Empire City*; thence northwest, via Berthoud pass, 21 miles to *Fraser*, and 12 miles to *Coulter*; thence North eight miles to *Selak*, and northeast 13 miles to *Grand Lake*; total 56 miles. From Coulter west, ten miles to *Hot Sulphur Springs*; total, 47 miles. Fare, round trip, \$11.

GRAYMONT, Col.

58 miles from Denver. At Graymont take saddle animals and commence to climb the mountains, following up Grizzly gulch six miles to Kelso's cabin, from which it is about one mile to the summit of the "peak." A wagon road extends from Graymont to Kelso's cabin and carriages can be procured for that distance, if desired. In the tourist season the railroad company sell "round trip" tickets from Denver to *the very top of the peak*. Their rate is \$9, including horse and guide from Graymont. The horses are safe and the guides experienced. Ladies may make the trip assured of care and attention.

TOUR No. 2.

From Denver to *Platte Canon*, *Kenosha*, *South Park*, *Fair Play*, *Buena Vista*, *St. Elmo*, *Alpine Tunnel* to *Gunnison City*.

Taking the (narrow gauge) cars on the *South Park* branch of the Union Pacific, at 8 o'clock, a.m., we arrive at *St. Elmo*, 153 miles from Denver, at 5:30 p. m. Here we remain over night, have an opportunity to look around, and leave at 10:30 in the morning, passing through the great Alpine tunnel, and reaching Gunnison City at 5:30 p. m., affording a daylight view of the entire route.

On this line there is only one passenger train a day.

From the Union depot our route is south, crossing Cherry creek, and through the low lands of West Denver, then across the Platte river to its west bank, reaching *Bear Creek Junction* (in six miles), now called *Moerville*.

The *Morrison* branch turns west from this point, up Bear creek, nine miles to

MORRISON, Col.

Pop., 400; from Denver, 17 miles. At the entrance of Bear Cañon. The principal occupation of the Morrisonians is connected with the stone quarries near the town. All the best red stone used for building purposes in Denver comes from this place. The principal objects of interest to the tourist in this vicinity are the soda lake, the springs of soda, sulphur and iron, Bear cañon, Turkey creek cañon, the "Garden of the Angels", the game in the near mountains, and the trout in the streams.

FORT LOGAN, Col.

Occupies a commanding position on a high plateau near the station, selected by "Little Phil" himself, and established in 1887.

Eight miles more, through some fine truck fields, we enter the mouth of

PLATTE CAÑON, Col.

Enterprise P. O., 20 miles from Denver. One mile above the station, nearly ten years ago, a company of English capitalists commenced the construction of a canal — usually called the "high line canal", to take the water from the Platte river and conduct it eastward over the prairies

back of Denver for irrigating, manufacturing and domestic purposes.

ESTABROOK PARK, Col.

Four miles from Crosson's. This place presents some attractions as a summer resort, particularly to those fond of hunting and fishing. In the adjacent country, deer, bear, and other game are quite plentiful, and in Deer creek and other small creeks that reach the Platte river near here, trout of the finest.

KENOSHA, Col.

Elevation, 9,972 feet; 76 miles from Denver. The air at this point is rather thin, but then it may be well to try and get accustomed to it, as we shall stand 1,624 feet higher before the tour is ended.

Two miles and we cross Tarryall Creek.

COMO, Col.

Pop., 800; from Denver, 88 miles; elevation, 9,775 feet. Is a "regular meal" station and the junction of the Leadville branch, which turns to the northwest from here, over the mountains.

GAROS, Col.

Pop., 50; from Denver, 104 miles; elevation, 9,172 feet. Situated on a branch of the South Platte river, at the junction of the

London Branch of the Union Pacific system. This line follows up the valley of the Platte, to the northwest, directly for the mountains.

FAIRPLAY, Col.

Pop., 300; from Garos, 10 miles; Denver, 114 miles; elevation, 9,886 feet. It is the seat of Park county, one of the oldest mining towns in Colorado. It is situated on the middle fork of the South Platte river.

From Garos south:

Passing on, our train soon begins to climb the southern rim of the park.

HILL TOP, Col.

Is on the top or summit of Trout creek pass; altitude, 9,460 feet. Here the waters divide, on the east side finding their way into the Platte, and on the west side into the Arkansas river. From this little station

we fairly fall away to the valley of the Arkansas, nearly 2,000 feet, in the next 26 miles. Near this station, comes in the Midland railroad from Colorado Springs.

MC GEES, Col.

From Hill Top, seven miles; elevation, 8,648 feet. Sometimes called "Trout City", situated in a romantic little park of fine scenery.

BUENA VISTA, Col.

Pop., 2,000; from Denver, 136 miles; Leadville, 36 miles; elevation, 7,943 feet. Is the seat of Chaffee county, situated at the junction of Cottonwood creek with the Arkansas river; the county buildings, churches and schools, as well as some business blocks and hotels, are creditable structures.

TWIN LAKES, Col.

The most charming, quiet summer resort in the mountains is situated at the eastern base of the Sawache range of mountains at an altitude of 9,333 feet on Twin Lake creek, an important tributary of the Arkansas river. Hunter's pass is directly west, and Lake Creek pass to the southwest. The lower lake covers, 1,525 and the upper 475 acres, the length being about double the width. The upper lake is about five feet the higher, connected by a small stream, which ripples over a pebbly bottom clear, pure and cold, half a mile in length through grassy meadow lands studded with scattering shade trees, affording delightful grounds for campers or picnic parties. The surroundings are most grand and beautiful. Just at the head of the lakes; on the north, stands Mt. Elbert, uncovered except by a mantle of snow, in respect for the beauties on every side, at an altitude of 14,360 feet, or 5,027 feet above the level of the lakes. To the south, opposite, are the Twin peaks and Grizzly, some less in altitude, but none the less beautiful in their varied coloring of green, gray and gold. The lakes lie in a general direction from east to west; on the south side, the mountains rise from the water's edge, covered with pine, spruce, aspen trees and shrubs, extending to the

timber-line, where game of all kinds is abundant, including the grizzly bear, mountain grouse and quail. On the north side, along the shore, is a good carriage road, and a grassy bottom, back of which the country is a rolling prairie, with bluffs near the base of the mountains covered with a scrubby growth of pine and cedar trees. The accommodations for tourists consist of five hotels and a number of small cottages.

HORTENSE, Col.

Pop., 200; from Denver, 142 miles; elevation, 8,169 feet. Is noted for Hortenses. Here are the famous Hortense hot springs, and the Hortense group of mines, the Hortense post office, and the Hortense hotel, kept by Hortense. The Hortense mine is said to be a Hortense "bonanza", while the Hortense springs are recommended for their curative properties in cases of rheumatism, etc.

HANCOCK, Col.

Pop., 250; elevation, 11,005 feet. Is situated at the head of Chalk creek away up upon the eastern slope of the Sawache or the main chain of the Rocky mountains, in a little valley surrounded by towering snow-clad peaks on all sides, affording scenic views of great magnificence.

Continuing to climb three miles more and we are completely hemmed in by the lofty mountains with no possible way to get out; just here is the entrance to the world-renowned

ALPINE TUNNEL, Col.

This remarkable piece of work, the result of fine engineering skill and "Paddy's brawny arms," is 11,596 feet above the level of the sea — above "timber-line" — above where trees and vegetation grow, or animal life is found; all is rock; little rocks, big rocks and the "rock of ages."

PITKIN, Col.

Pop., 1,500; from St. Elmo, 21 miles; Denver, 174 miles; Gunnison City, 27 miles; elevation, 9,180 feet. Named for Ex-Governor Pitkin; situated on Quartz creek, in a little park gradually sloping to the southward, between two high timber-

Twin Lakes



covered mountain ranges, which contain many rich and productive mines. The principal occupation of the citizens are mining, lumbering and merchandising. The ores carry both gold and silver.

GUNNISON, Col.

Pop., 2,000; elevation, 7,649 feet; from Denver, 201 miles; Salt Lake City, 445 miles. Is the seat of Gunnison county, and has become famous the world over as the commercial center of an immense mining region.

The *South Park* branch of the Union Pacific runs north from Gunnison City up Ohio creek through a settled country where wheat, oats, hay and potatoes are the principal crops raised, seven miles to Teachout, three miles to Hinkles, three miles to Castleton, and three miles more to

BALDWIN, Col.

18 miles from Gunnison City. — Here are extensive deposits of coal, owned by the railroad company, who use large quantities and ship more.

Having concluded the Gunnison tour we return to Denver.

TOUR No. 3.

From Denver to Breckenridge, Leadville, Red Cliff, Glenwood Springs to Aspen.

Leaving Denver, as in tour No. 2, we follow the same route to Como, 88 miles from Denver.

From Como our route is to the northwest up Tarryall creek, through the old placers so famous in 1860, and curving around on a spur of the mountains, climbing rapidly, we reach a point where the view of the South Park, Como, Jefferson, Kenosha, Pike's peak and the front range of mountains is most grand, covering a great extent of country, plains, valleys and a bewildering wreck of mountains.

BOREAS, Col.

Elevation, 11,470 feet. Is situated on the summit of Brekenridge pass, ten miles from Como, on the "snowy range," the "backbone" of the continent.

The route down the mountain is most tortuous; surprises come thick and fast. Our train whirls into deep and dismal gorges surrounded by firs and pines, ten-score feet height, another whirl, and we are on the point of a rocky promontory which rises sheer 500 feet above a parallel track below; another whirl, a grand detour, and we are running back upon that parallel track; again we round a headland, the track is not there, it has dodged away up a long ravine only to double back upon itself, and so it goes. Four parallel tracks are to be seen at different times and places, rising one above the other on the face of pine-clad mountains, rugged in the extreme.

BRECKENRIDGE, Col.

Pop., 2,000; from Como, 22 miles; Denver, 110 miles; elevation, 9,524 feet. The seat of Summit county, situated on the Blue river, on the western slope of the Rocky mountains, and is strictly a mining town.

ROBINSON, Col.

Pop. 500. Is one mile beyond Kokomo, both of which are strictly mining towns. They are situated on the eastern slope of Sheep mountain, with the valley of Ten Mile creek to the eastward, which is a half to a mile wide, and covered with a heavy growth of wild grasses. The scenery is grand. To the east and south rise mountains to great heights; the most prominent peak is Mt. Fletcher, 14,265 feet above sea level. In the background Sheep mountain rises 12,648 feet; to the north, Gray's peak. Game of many kinds can be found in easy distance, such as deer, elk, bear, grouse, quail, hare, rabbits, etc.

MOUNT OF HOLY CROSS, Col.

Its summit is 14,176 feet above the level of the sea, and presents the appearance of a beautiful cross.

LEADVILLE, Col.

Pop. 11,500; from Denver, 151 miles; elevation, 10,185 feet. Is the seat of Lake county, and is one of those extraordinary productions of a mining country one of those places

Spanish Peaks.



that from a lone cabin becomes a village in a night, a town in a week, a city in a month.

Leaving Leadville we start directly for the western mountains, climbing up around "Mt. Massive" amid fine Alpine scenery.

Descending the western slope, passing a number of small mining camps, our train stops for a moment at Aspen Junction, 63 miles from Leadville, on Roaring Fork River, up which it turns, reaching, in 19 miles, the famous mining town of

ASPEN, Col.

Pop., 5,500; from Leadville, 110 miles; elevation 7,775 feet. Is the seat of Pitkin county, situated on the northern slope of Aspen mountain, on the side of Roaring Fork River near the junction of Hunter, Castle and Marnon creeks. The old town of Roaring Fork is one mile distant on the opposite side of the river.

GLENWOOD SPRINGS, Col.

Pop., 1,500; from Leadville, 142 miles; elevation, 5,200 feet. Is the seat of Garfield county, just below the cañon of the Grand, situated in a little park at the junction of the Roaring Fork and the Grand rivers.

It is a place of great promise, principally on account of the springs for which it has become noted.

TOUR No. 4.

From Denver to Boulder, Boulder Canon, Longmont, Estes Park and Fort Collins to Greeley.

Each of the four cities above, named are reached by two separate branches of the Union Pacific railway. Leaving Denver at 7,55 a. m., via the Marshall & Boulder (narrow gauge). We take the route described in Side Tour No. 1 to Argo Junction, three miles from Denver, thence running north, crossing Clear creek and a broad expanse of rolling prairie land well settled and cultivated, reach Boulder at 9:22 a. m.

BOULDER, Col.

Pop., 4,500, from Denver, 30 miles, via Argo Junction, and 47 miles, via Brighton; elevation, 5,335 feet. The

seat of Boulder County, situated at the entrance to the mountains, via Boulder cañon, on Boulder River.

Gold and silver mines in the mountains, great coal mines just south of the city, iron deposits, stone and lime quarries, agriculture, horticulture and stock-raising are the chief occupations of the citizens.

The University of Colorado a noble institution, has a beautiful site upon the high grounds on the south side of Boulder River overlooking the city. The design of this school is to prepare teachers for the work of conducting the schools of the state, especially in the branches taught in the common schools. It is claimed that the climate at Boulder is all that could be desired—neither excessively warm in summer nor too cold in winter, and seems particularly favorable to the rapid development of the intellectual faculties.

Leaving Boulder our route turns to the northeast over the broad prairies.

LONGMONT, Col.

Populat. 3,000; from Boulder, ten miles; Denver, 57 miles; elevation, 4,935 feet. — One of the most important towns in Boulder County, is situated on the high prairie, sloping to the southward, about half a mile north of the St. Vrain River, the waters of which are taken out seven miles west of the town and conducted in ditches over the high lands on each side of the River, producing large crops of wheat, barley, oats, corn and other cereals.

ESTES PARK, Col.

Elevation, 6,810 feet. One of the most delightful summer resorts in Colorado, but the stage ride from Loveland, 32 miles, deters many from visiting it. The park or valley is ten miles north of Long's peak, about six miles long by four and a half miles wide, hemmed in on all sides by towering mountains.

FORT COLLINS.

Pop. 2,500; from Denver, 88 miles; elevation, 4,972 feet. Is the seat of Larimer county, situated in the

valley of the Cache-a-la Poudre, in the midst of great wealth in agriculture, horticulture, stock-raising, flagging stone, water power, mills and manufactories.

COLORADO SPRINGS, Col.

Pop. 12,000; elevation 5,990 feet; from Denver 91 miles.

Railroads: Missouri Pacific, Midland, Topeka & Santa Fe, D. & R. G. and Denver Texas & Ft. Worth. **Seat of El Paso County.** This city was laid out in 1871, and settled by the Fountain colony. It is situated on a high broad plateau to the east of and about one-half a mile above the junction of Monument creek from the north, with the Fountain Qui Bouille, from the west.

The citizens have erected some fine buildings, which include a college, churches, banks, schools, hotels, opera house and many private residences. The streets are 100 feet broad and the avenues 150 feet, with sidewalks 12 feet wide. The scenery viewed from Colorado Springs is exceedingly grand. To the west "Pike's peak" rises in full view, from base to summit; altitude, 14,336 feet or 6,308 feet higher than the city. In the vicinity are some of the most delightful drives and rambles; Manitou, five miles; Garden of the Gods, three and one-half miles; Cheyenne cañon, five miles; summit of "Pike's peak", 15 miles, etc.

COLORADO CITY, Col.

Pop. 3,000. Is two miles west of Colorado Springs, and can be reached by either the cars of the Midland railroad or street cars.

Here was the first settlement in the "Pike's peak country" in 1858, and here the first capital of the territory was located. The town is situated on a high plateau, directly facing Pike's peak, on the north bank of Fountain Qui Bouille creek.

MANITOU, Col.

Manitou where are located the celebrated springs of that name, is in El Paso county, five miles due west of Colorado Springs. It is

situated on Fountain Qui Bouille creek, at the very foot of Pike's peak, in as romantic a little nook of the mountains as one could imagine.

The scenery surrounding Manitou is immense and very beautiful.

Manitou has a population varying between winter and summer from 500 to 2,000.

Pike's Peak. Until recently has been reached only by pack animals over a tortuous trail, but during 1888 a wagon road was constructed which winds around the mountain on a zigzag but uniform grade. The company constructing the road run carriages over it—when ordered by visitors desiring to make the ascent—charges \$5 for round trip. Parties desiring, can hire saddle animals or carriages and drive themselves to make the ascent, for which a moderate toll is charged.

The Manitou & Pike's Peak Railway, a recent organization, commences at a point just above the Iron Springs and runs to the summit of Pike's Peak. The road is about 8 $\frac{3}{4}$ miles in length.

Garden of the Gods. Situated midway between Manitou and Colorado Springs. It is a singularly wild and beautiful place to which some poetic individual has given the title which heads this paragraph. Two high ridges of rock rise perpendicularly from the valley to a height of 330 feet, but a few yards apart, forming a lofty enclosure, which embraces a beautiful miniature valley which seems to nestle here away from the gaze of the passers-by in a quiet, romantic grandeur.

PUEBLO, Col.

Population 25,000; elevation, 4650 feet; 125 miles from Denver.

It is the seat of Pueblo county, situated on both sides of the Arkansas River, just above the mouth of Fountain Qui Bouille creek.

Of late years Pueblo has become a prosperous and enterprising city; it is provided with all the modern improvements and ample railroad facilities.

TRINIDAD, Col.

Pop. 6,000; from Pueblo, 96 miles; Ft. Worth, 588 miles; elevation, 6,005 feet. Is situated on Las Animas river, and is the seat of Las Animas county. The original settlers were of Spanish-Mexican descent, and now comprise about one-fourth of the population. Trinidad is the center of the largest coal, coke burning and iron producing region west of the Missouri river, and is already shipping more of the first named commodities than all other places in the state of Colorado.

Agents of the North German Lloyd:

J. Milner, C/o. Burl Tkt. Office, Denver, Col.

The Schirmer Ins. & Inv. Co.,
1428—1432 Sixteenth St., Denver, Col.

GREELEY, Col.

(Pop., 2,500; from Denver, 52 miles; elevation, 4,637 feet). Seat of Weld county. Was laid out in May, 1870, by the Greeley colony, under the fostering care of the late Hon. Horace Greeley of the New York *Tribune*. The colony controls about 100,000 acres of as fine land as can be found in the state. Extensive canals and irrigating ditches have been built, and water from the Cache-a-la-Poudre furnishes an ample supply for all purposes. The town is situated on the Cache-a-la-Poudre river, four miles above its junction with the Platte. When the colonists first settled at this place it was treeless, except on the river bottoms. The colonists laid out the town with broad streets, planted young cottonwood trees on each side and led the water along near their roots. The cottonwood is a thrifty tree and the result has been Greeley is embowered in a forest of shade trees—in summer giving a cool and beautiful appearance. One noted feature of the town is the absence of all intoxicating drinks—none are allowed to be sold. The chief penalty for selling is a forfeiture to the city of the lot upon which it is sold. The public buildings at Greeley and the churches and educational advantages of the town are of the best.

CONNECTICUT.

The first settlements were made in Connecticut in 1632 and 1636. In 1698 it became a state, being the fifth of the thirteen original states. During the Civil War, Connecticut furnished 55,900 men to the army. The area of the state is 4,900 sq. miles, with 746,258 inhabitants. The principal agricultural products are: fruit, hay, potatoes, tobacco and dairy products. The State ranks fourth among granite producing states, its brown sandstone being noted for its beauty and excellence. Iron, copper, lead, nickel and cobalt are found. Connecticut is a great manufacturing state, leading in the manufacture of firearms and ammunition; it has also extensive silk, cotton and woolen manufactures.

BRIDGEPORT.

At the entrance of the Pequonnock river on Long Island Sound, on the New York Central Railroad; it has 50,000 inhabitants and possesses important manufacturing establishments. Near the town is Golden Hill with a fine view. Steamers daily to New York 50 cents. Hotels are Wilson House, Atlantic House.

Agents of the North German Lloyd:

S. Loewith & Co., 100 Bank St., Bridgeport, Conn.

DANBURY, Conn.

Reached by the New York & Northern R. R. (from 155th) Street Sixth Avenue Elevated R. R. N. Y.) A great manufacturing town important for hats; population 18,000. Turner Hotel, \$ 3.

GREENWICH, Conn.

On the New York Central, well located on the Long Island Sound, is a town of 11,000 inhabitants, and a summer residence for many New York people. Hotels are Belle Haven, Lenox House.

HARTFORD, Conn.

The capital of the State of Connecticut, 110 miles from New York City on the New York Central Railroad, fare \$2.25. Electric cars 5 cents and cabs 50 cents.

Hotels: United States Hotel \$2.50 to \$3.00; Allyn House near Station \$3.00; Heublein from \$1 upwards; City Hotel \$2.00 — \$3.00.

Hartford is located on the Connecticut River, which joins here the Park River. It is a city of about 60,000 inhabitants; has great importance in regard to its industries. It is here that the principal factories of the Pope Manufacturing Company, the largest manufacturers of bicycles etc., are located. There are other important factories and the seat of immense insurance companies.

Points of interest in Hartford: Bushnell Park: South-west from the Union Depot, which is about in



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For Men and Price, \$125.
Women.

Beautiful and graceful in outline, clean cut and neat in appearance, strong and rigid in construction, swift and easy running on the level, lightning on the down grade, a marvelous hill-climber, the motive parts throughout totally unaffected by mud, dust rain or sleet, and a wheel that can be appropriately used all the year round, regardless of weather—that's the *Columbia Chainless*.

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If Columbias are not properly represented in your vicinity, let us know. Chainless Bicycle Catalogue by mail for one 2-cent stamp, or free by calling on any Columbia dealer.



the center of the city, on the other side of Park River.

The State Capitol: In Bushnell Park, open from 7 A. M. to 6 P. M. Dome open 10,00 A. M. to 11,30 A. M., and 2,00 to 3,30 P. M. The view from this dome on a clear day extends nearly fifty miles in all directions, embracing the rivers, cities and numerous villages. The dome is reached by 212 steps from the elevator landing.

In the west vestibule of the capitol are the remnants of battle flags of the Connecticut Regiments during the War of the Rebellion, all in handsome and substantial glass cases. The old tombstone of Gen. Putnam is also in this vestibule.

In the Senate Chamber is the celebrated original full length portrait of Washington, taken from life by Stuart, for which this state in 1800 paid about \$ 800. It is now of priceless value as a relic.

The Capitol contains innumerable pictures, statues and other historical relics, and the visitor will be well repaid for his trouble.

Connecticut State Prison: Situated in the town of Wethersfield. The prison is open to visitors on Wednesday of each week; but they must have a permit from the Warden or one of the Directors. No charge for admission. Prisoners are allowed one visitor each month on Friday. Cars leave City Hall, Hartford, every fifteen minutes; fare 5 cents Take cars marked Wetherfields.

Retreat for the Insane, No. 30 Washington Street. The grounds are open to visitors every afternoon (Sunday excepted); and visitors may be admitted by card from either of the managers, Rodney Dennis, Jonathan B. Bunce, or William B. Clarke. The grounds are kept in elegant shape, and are well worth visiting. Take Cedar Hill or Vernon Street electric lines south from City Hall.

The Memorial Arch, which is at the Ford street entrance to Bushnell Park, is a magnificent piece of architecture.

The City Hall, was erected and used as a State House from May 1796 till it was transferred by the State to the City of Hartford, March

13, 1879, and formally dedicated as the City Hall, October 22nd, 1879.

The Wadsworth Atheneum, 106 Main Street which is occupied by the Hartford Library Association, Watkinson Library, Connecticut Historical Society, Public Reading Room, Art Gallery, and Art School.

Trinity College, Summit street. Take Zion Street Electric cars from City Hall going west.

St. Josephs Cathedral, 150 Farmington Avenue cars from City Hall.

Y. M. C. A. Building, junction Pearl and Jewel Streets. All strangers are cordially welcomed and it is well worth one's time to visit this institution with its gymnasium, reading rooms, workingmen's Exchange and the Educational Department known as the Hillyer Institute.

The residences of Mrs. Harriet Beecher Stowe and Charles Dudley Warner on Forest street, near Farmington Avenue, and of "Mark Twain" (Samuel L. Clemens) on Farmington Avenue.

The American School for the Deaf: on Asylum Avenue, dedicated 1821 the first institution of its kind in the country.

Hartford Public High School, Hopkins Street.

Hartford Theological Seminary, Broad street

Most of the Hartford Insurance Companies own magnificent office buildings.

Agents of the North German Lloyd:

E. Gundlach & Co., 20 State St, Hartford, Conn.

W. W. Jacobs & Co., Mechanics Sav B'k, Hartford, Conn.

MERIDEN, Conn.

A thriving manufacturing town of 21,652 inhabitants, near a picturesque range of hills. The great *Britannia Works* are here. Reached by the New York, New Haven and Hartford Railroad.

MIDDLETON, Conn.

On the New York & New England Railway; 97 miles from New York. A manufacturing town of 10,000 population, on the Connecticut River. Here is the seat of the Wesleyan University, which has a good library and important collections of natural history. The Berkley Divinity School and a state insane asylum are famous institutions located in this town. McDonough Hotel \$ 2 $\frac{1}{2}$.

NEW BRITAIN, Conn.

Reached by the New York & Northern R. R. (from 155th Street Six Avenue Elevated R. R. New York) manufacturing town of 20,000 inh. Elihu Burritt, the apostle of peace, was born here.

NEW HAVEN.

The Union Depot is the railroad station of New Haven. It has a restaurant. Electric cars (5 c.) and cabs (50 c. for 2 persons) are at the station. Steamboats leave daily 75 cents, stateroom \$ 1.00.

Hotels: New Haven House, \$ 4—5; Tremont \$ 2.50 to \$ 3.00.

New Haven is the largest city in Connecticut; it has about 90,000 inhabitants, is well situated on Long Island Sound. Its commerce and industry are of importance. One-half mile north from the Union Depot is the Public Green with the City Hall, churches and the State House. West of the Public Green is College Street. Here are the different buildings of Yale University, founded in 1700 it came in 1717 to New Haven, where it received its name from a New Haven man, Elihu Yale, who made a donation of Lstl. 400,— to the college. Many famous men were students of Yale University, which to-day has a world-wide renown. There are schools of the practical sciences, theology, medicine, law, arts and philosophy. The Art School contains a valuable collection of American and Italian paintings and statues.

The Peabody Museum of Natural History has important mineral collections. A visit to the Sheffield

Scientific School, the Osborn Hall, the Battell Chapel, the Gymnasium, the Alumni, Dwight Hall and the Library etc., is worth making.

At the end of High Street, on Grove Street, is the Old Cemetery. Here are the resting places of Timothy Dwight, Noah Webster, Eli Whitney, Samuel Morse and Theodore Winthrop.

Two miles from Public Green is the East Rock, a public garden. Car through State Street. It contains a memorial to the war and there is a fine view. The West Rock is 2 $\frac{1}{4}$ miles from Public Green, car through Chapel Street. Excursion to Savin Rock where the visitor finds a good hotel and has a fine view over the Sound. Car from Public Green.

Agents of The North German Lloyd: Kimberly, Root & Day, 133 Orange St., New Haven, Conn.

M. Zunder & Sons, 253-257 State St., New Haven, Conn.

NEW LONDON, Conn.

A town of 13,757 inhabitants, on the River Thames, 124 miles from New York via the N. Y. & Hartford R. R. New London has a splendid harbor, protected by forts Trumbull and Griswold. Near the city, is a United States Navy Yard. The inhabitants are chiefly engaged in the fisheries. The intercollegiate Boat Races are held here during the summer. Handsome Public Library.

Upon Groton Heights, on the right of the Thames, is an Obelisk,

120 feet high, erected in commemoration of the destruction of the city by Benedict Arnold and the massacre at Fort Griswold, September 1781. Fine view from the top. The well known *Pequot House*, is at the mouth of the Thames, three miles from the city.

NEW ROCHELLE, Conn.

On New York Central R. R., 17 miles from New York founded in 1671 by Huguenots.

NORWALK, Conn.

An important manufacturing center, with 17,747 inhabitants, 41 miles from New York, reached by the New York, New Haven & Hartford R. R. It is also becoming a favorite summer resort. The harbor forms a picturesque bay, affording oysters of excellent quality. About 1- $\frac{1}{2}$ miles south of Norwalk, on Gregory's Point, is the *Dorion House*, a delightful summer hotel, situated on the Sound.

NORWICH, Conn.

A thriving manufacturing town of 16,156 inhabitants, well situated between the Yantic and Shantucket Rivers, forming together the Thames. The principal buildings are: the *Court House*, the *Free Academy* and *St. Patrick's Cathedral*. In Sachem St. is an old *INDIAN CEMETERY*, used in old times by the Mohicans; the *Obelisk* was erected in memory of their famous chief Uncas (1663). Two miles from

Norwich is *Sachem's Plain*, near Greenville; here another monument marks the spot, where Uncas, in 1643, killed Miantonomoh, Sachem of the Narragansetts.

Norwich is only thirteen miles by rail from New London.

PORT CHESTER, Conn.

On the New York Central Railroad on the Byrum River frontier of New England.

RYE, Conn.

On New York Central Railroad, 24 miles from New York, the station for Rye Beach, a summer resort on Long Island Sound.

STAMFORD, Conn.

On the New York Central Railroad 33 $\frac{1}{2}$ miles from New York, 17,000 inhabitants, nicely situated on Shippon Point. A favorite summer residence for many New York merchants. By Steamer 35 cents. Hotels are the Stamford House, Union, Ocean House.

WATERBURY, Conn.

Reached by the New York & Northern R. R. (from 155th Street Six Avenue Elevated R. R. N. Y.) is an important manufacturing town of 30,000 inh. Famous for the Waterbury watches.

WILLIMANTIC, Conn.

A manufacturing town of 9000 inhabitants, on the Willimantic River, reached by the New York, New Haven & Hartford R. R.

DELAWARE.

Hendrick Hudson discovered Delaware Bay in 1609, while hunting for the short cut to China, but put to sea on reaching shoal water. A year later, Capt. Argall sailed up the lonely expanse. The first white settlers were De Vries and thirty - two Hollanders, who founded a colony near the site of Lewes in 1631. These pioneers were all massacred by the Indians. In 1638 Peter Minuit was sent out by Queen Christina to found a colony, in which every man should be "free to worship God as he chose." He built Fort Christina, on the present site of Wilmington, garrisoning it with sturdy Swedes and Finns. The country received the name of Nya Sveriga (New Sweden), the peninsula remaining under Swedish rule for many years. In 1671 Governor Stuyvesant came around from New Amsterdam and erected Fort Casimir, on the site of New Castle, in order to hold these Baltic men in check, but on Trinity Sunday 1654, they swarmed into the new fortress, raising over it the Banner of Sweden. Finally, however, the Dutchmen conquered and annexed the province, all Swedes, who refused to accept their rule, being shipped back to Sweden. Together with New Amsterdam, Delaware passed in 1664, from Dutch rule, to that of the Duke of York, by whom, in 1682, it was granted to William Penn. The three counties of Delaware remained under the Penn proprietary government until 1775, although after 1702, they had a distinct Assembly. Delaware entered earnestly into the Revolution,

sending into the field a splendid Continental regiment, besides many militiamen.

Delaware was one of the thirteen original States and the first to ratify the Constitution, which formed the American Union. At the outbreak of the Civil War, Delaware refused the invitation to join the Confederate States, on the contrary furnishing a quota of nine regiments of infantry to the Federal Army, a battalion of cavalry and a light battery of artillery whose services were signalised by great valor.

The State takes its name from Lord De la Warr, the first governor of Virginia. Capt. Argall, a Virginian navigator, named Delaware Bay in honor of his chief, this title gradually being applied to the peninsula. It is sometimes termed the "Diamond State", owing to its small size and great valor.

Delaware is the smallest state in the Union, except Rhode Island, being but 93 miles in length, varying from 9 to 38 miles in width. Delaware Bay is 13 miles wide, between Cape Henlopen and Cape May; 25 miles in the middle and three miles wide at Delaware City.

The latitude of Delaware is 38°, 28' to 39°, 50', its Longitude, 75° to 75°, 46'.

The population in 1860: 112, 216.
1890: 168, 493.

About a fifth part of the population is colored.

DELAWARE CITY, Del.
A village of some importance,

owing to its canned fruit industry and as a shipping point for the famous Delaware peaches, situated on the Delaware River. The fruit is of Persian origin, attaining its highest perfection on the Chesapeake peninsula. Major Reynolds founded the peach growing industry, for arising peaches for the market, about 1860. In a single year, the railway has forwarded 10,000 car loads of peaches. In twenty years, 55,000,000 baskets were produced here.

Fort Delaware is situated near Delaware City, mounting 155 guns, although not at present garrisoned.

DOVER, Del.

The Capital of Delaware, an ancient and pleasant town, with some 3000 inhabitants, six miles from Delaware Bay. It has broad and shady streets, a very mild climate, The *Wilmington Conference Academy*, a prosperous Methodist school. A tall granite monument was erected in 1889, in the old Episcopal Churchyard, to the memory of Gen. Caesar Rodney, the Revolutionary patriot. A great fruit-canning center. The delicious plum pudding of Dover is shipped to England and France.

Railroads: Philadelphia, Wilmington & Ohio R. R.

LEWES, Del.

A quaint and old maritime hamlet, the headquarters of the Delaware Bay pilots. There are eighteen lighthouses on the coast, with a supply depot at Edge Moor. There is a tradition that the Dutch Greenland Company planted the flag of Holland at Lewes in 1598, settling a colony here twenty-four years later. Lewes was bombarded by Lord Beresford during the Revolutionary War.

NEWARK, Del.

An academic town, four miles beyond the Maryland line, seat of several excellent educational institutions; called the "Athens of Delaware". *Delaware College*, founded in 1833, became a State Institution in 1870, having at present, seven professors and 100 students. It maintains

military drill, under the directions of an army officer. An *Agricultural Experiment Station* is connected with the College. The *Academy of Newark*, opened in 1766, has 100 pupils. Education has greatly improved in Delaware since the Act of 1875 and is paid for by local taxation and the revenue of a State Fund, established in 1796, from the proceeds of marriage and tavern licenses and augmented in 1836 by Delaware's share of the United States treasury surplus.

NEW CASTLE, Del.

The second largest town of Delaware, with some 4000 inhabitants, named for and colonized by the City of Amsterdam, later on, captured by Sir Robert Carr, who sold its Dutch garrison as slaves in Virginia. The town is on the Bay, five miles below Wilmington. It is one of the quaintest of ancient boroughs in America, for which reason, very interesting to the visitor.

REHOBOTH BEACH, Del.

Rehoboth is the seaside capital of the Diamond State, facing the great water highway for north and south bound vessels that pass close before its door. It is here all good Delawarians make at least one pilgrimage during the season for the purpose of enjoying the grand bathing for which the place is famous. The beach is very fine while numerous fresh-water lakes in the vicinity afford safe boating and good fishing. The popularity of Rehoboth, on account of the excellence of its railway facilities, is extending, and it is drawing many patrons from Washington, Baltimore, and Philadelphia.

SMYRNA, Del.

A village of 2500 inhabitants, one of the shipping points for the peach trade of the State.

WILMINGTON, Del.

Formerly named Willington, the

metropolis of Delaware, with 61, 431 inhabitants, on both banks of the Christiana River and the rapid Brandywine; both being tide-water streams, the Christiana serving as an excellent harbor. The city lies on a gently rolling upland and is steadily extending over the dikes and drained meadows of the Delaware River, which flows three miles along its eastern boundary. At this point, 65 miles from the Ocean and 28 miles from Philadelphia, the Delaware is three miles wide, with 30 ft. of water at mid-tide, in its shoalest parts. Wilmington was the first European settlement in the Valley of the Delaware. It has a High School, 23 public schools and a beautiful natural Park along the Brandywine. The *Old Swedes Church*, is one of the most interesting of the ancient buildings, having been founded in 1698 and the recipient of funds from William Penn, a Bible from Queen Anne and a Communion Service from the miners of Sweden. It belongs

to the Episcopalians and its ivy-clad brick walls, rise amidst an ancient grave-yard. The manufactures of Wilmington are very extensive, embracing ship building, car manufacturers, cotton and woolen factories, flour and powder mills, shoe and leather factories. Reached by the Baltimore & Ohio Railroad.

Agents of the North German Lloyd:
J. Deaville, 9 East 7th St., Wilmington, Del.

Nicolas Fidance, 604 Scott St., Wilmington, Del.

Henry Kleinstüber, 708 Walnut St., Wilmington, Del.

WOODLAND BEACH, Del.

One of the most popular seaside resorts, on Delaware Bay, in Delaware. In the vicinity are several nice summer resting places, with large hotels and cottages.

DISTRICT OF COLUMBIA.

WASHINGTON, D. C.

RAILWAYS.

Baltimore & Ohio Station, at New Jersey Avenue and C Street, Cable and horse cars may be taken here for any part of the city also hacks and baggage -- wagons.

Pennsylvania Railroad Station, at Sixth and B Streets.

A metal star in the floor, near the inner entrance to the ladies' waiting-room, marks the spot, where President Garfield was assassinated July 2, 1881.

The Steamboat Landing for all Potomac boats and ferries is at the foot of Seventh Street.

The Street-Car System of the city is extensive and convenient, and lines of herdic coaches run upon some streets not traversed by tramways. Most of the tramways are operated either by cables or by the conduit system of underground trolleys, first made effective here. No overhead trolley wires are allowed within the city proper. The fare is 5 cents; but all the lines sell packages of six tickets for 25 cents, good upon any and every line of street-cars or herdics. The system of free transfer is so extensive that a person rarely has to pay two fares within the city limits.

Hacks and Cabs are numerous, and not expensive, and the smooth asphalt pavements make their use a pleasure. The authorized rates are as follows:

One horse Vehicle in daytime between 5 A. M. and 12,30 A. M. each passenger, for fifteen squares or less, 25 cents, each additional

five squares or less, 10 cents. Night rates between 12,30 A. M. and 5 A. M., each passenger for the first fifteen squares or less, 40 cents; each additional 5 squares or less, 15 cents.

By the hour, in daytime first hour 75 cents; each additional quarter hour or fraction thereof, 20 cents for one or two passenger. Three or four passengers, first hour, \$1; each additional quarter hour or part thereof, 25 cents. Night rates about double these.

Two horse Vehicles: About double the rates for one-horse vehicles.

The Hotels of Washington are as numerous as would be expected in a city so constantly frequented by visitors.

Hotels: Washington has splendid hotel accommodations. One of the most modern hotels, is *The Raleigh*, corner Pennsylvania Avenue and Twelfth Street, Mr. T. I. Talty, Manager. The hotel is an imposing structure, seven stories and absolutely fire-proof; not an inch of inflammable material has been used in its construction. It contains about 250 comfortable rooms, a Café, Buffet, Ladies' Café, Dining Room, Banquet and private dining rooms, Cigar and News Room, Writing Room etc. The Raleigh is conducted on the European plan only. Room from 1,50 upwards.

The Shoreham is most advantageously situated, being in the center of the most fashionable section of the city, accessible from all points of interest, within five minutes walk of the Executive Mansion, War, Navy,

State and Treasury Departments. The Shoreham has all the conveniences of modern architecture and is conducted on the American and European plans. The proprietor, Mr. John T. Devine, is well known in social and hotel circles.

Riggs House, opposite the U. S. Treasury and one block from the White House, Proprietor, Mr. O. G. Staples, is one of the best hotels of the National Capital; it is heated by steam, has electric light. Cuisine and service are excellent. The location is a fine one. Electric cars, to all points of interest, pass the hotel. The rates are \$ 3.00 a day and upwards.

Willard's Hotel, corner of 14th St. and Pennsylvania Avenue, is a good comfortable, homelike house, run by the Manager, Mr. G. De Witt, on liberal principles. The table is unsurpassed and at moderate prices. It is one of Washington's historic hotels, belonging to Mr. O. G. Staples. Rates \$ 2.00 per day and upward.

National Hotel, corner 6th St. and Pennsylvania Avenue, opposite the Penn. R. R. Depot; steam heating, electric light and modern plumbing throughout. This hotel has recently been renovated and refitted in first class shape, being conducted by its managers, Messrs G. De Witt & Walter Bolton, on both American and European plans. The table is first class. Rates: American plan, 2.50 per day and upwards; European plan, 1.00 per day and upwards. The National belongs to Mr. O. G. Staples.

Congressional Hotel, Henry Brock, proprietor, is situated on the summit of Capitol Hill, directly at the main entrance to the U. S. Capitol. The Hotel is centrally situated, as all the Departments, hotels, theaters, Railroad depots and places of amusement, are within a few minutes ride of this house. All the servants speak German and English. The hotel is conducted on both the American and European plans. Rates: 2.00 and upwards, American plan; 1.00 and upwards, European plan.

Baltimore and Ohio Hotel, Mrs. Katie Schluderberg, proprietress,

is on the corner of New Jersey Avenue and C Street, N. W., opposite the B. & O. Depot and within convenient reach of all places of amusement and car lines. The hotel is conducted on the European plan and has been recently remodeled and refurnished throughout.

Ernst Gerstenberg's Hotel and Restaurant, to be recommended to lovers of German beer and Delicatessen. The favorite *Würzburger Hofbräu* and Liebotschauer are always on draught here. Imported Rhine, Mosel and Bordeaux wines are at all times in stock. Mr. Gerstenberg's Poultry and Vegetable Farm contributes its share to the excellent table of his Restaurant.

Fritz Reuter, Hotel and Restaurant, is another German hotel and restaurant, in Pennsylvania Avenue, frequented by persons fond of good dishes and excellent beer.

Harvey's Oyster House and Restaurant, 1016 Pennsylvania Avenue, between the Capitol and the Presidential Mansion, is one of the old landmarks of the city. Established forty years ago, it has in that time entertained all the men of distinction in the United States and many celebrities from abroad. It is the best place in the world to obtain the three most delicious dishes of the American Continent; viz., Oysters, Diamond back Terrapin and Canvas back Duck; also all varieties of sea food, or, in fact, any dish, known to gastronomy. Harvey's enjoys a national reputation, which is fully sustained to this day; he is the originator of the celebrated dish, steamed oysters. Visiting the National Capital of the United States, without calling at Harvey's, would be like missing the Capitol, Library, or any of the great public buildings.

SITUATION AND HISTORY OF WASHINGTON.

The capital city of the United States is situated in the District of Columbia. Its peculiar origin, its constitution and history account for many of the peculiarities of the City. In 1790 the first Congress of the

RIGGS HOUSE

WASHINGTON D. C.

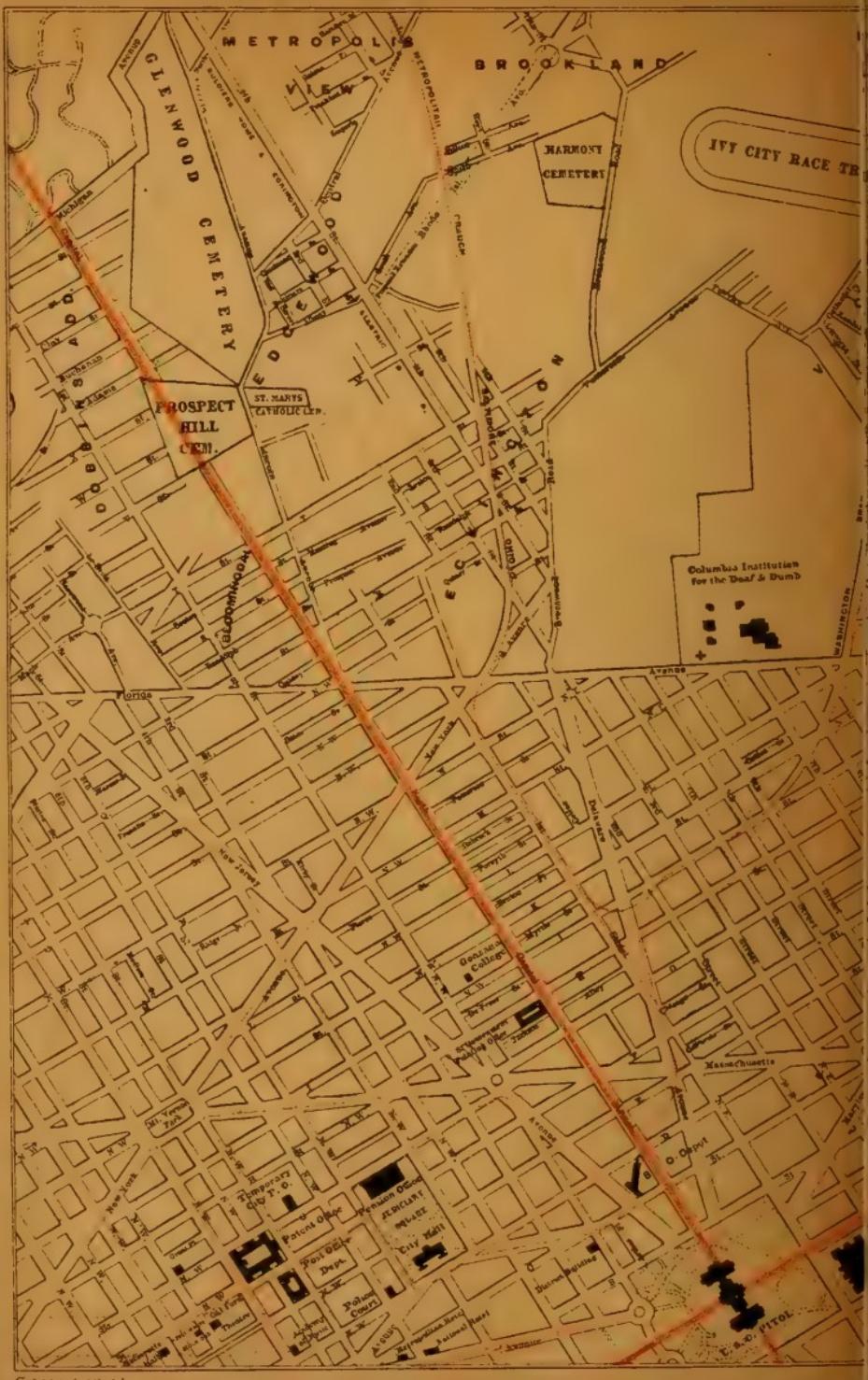


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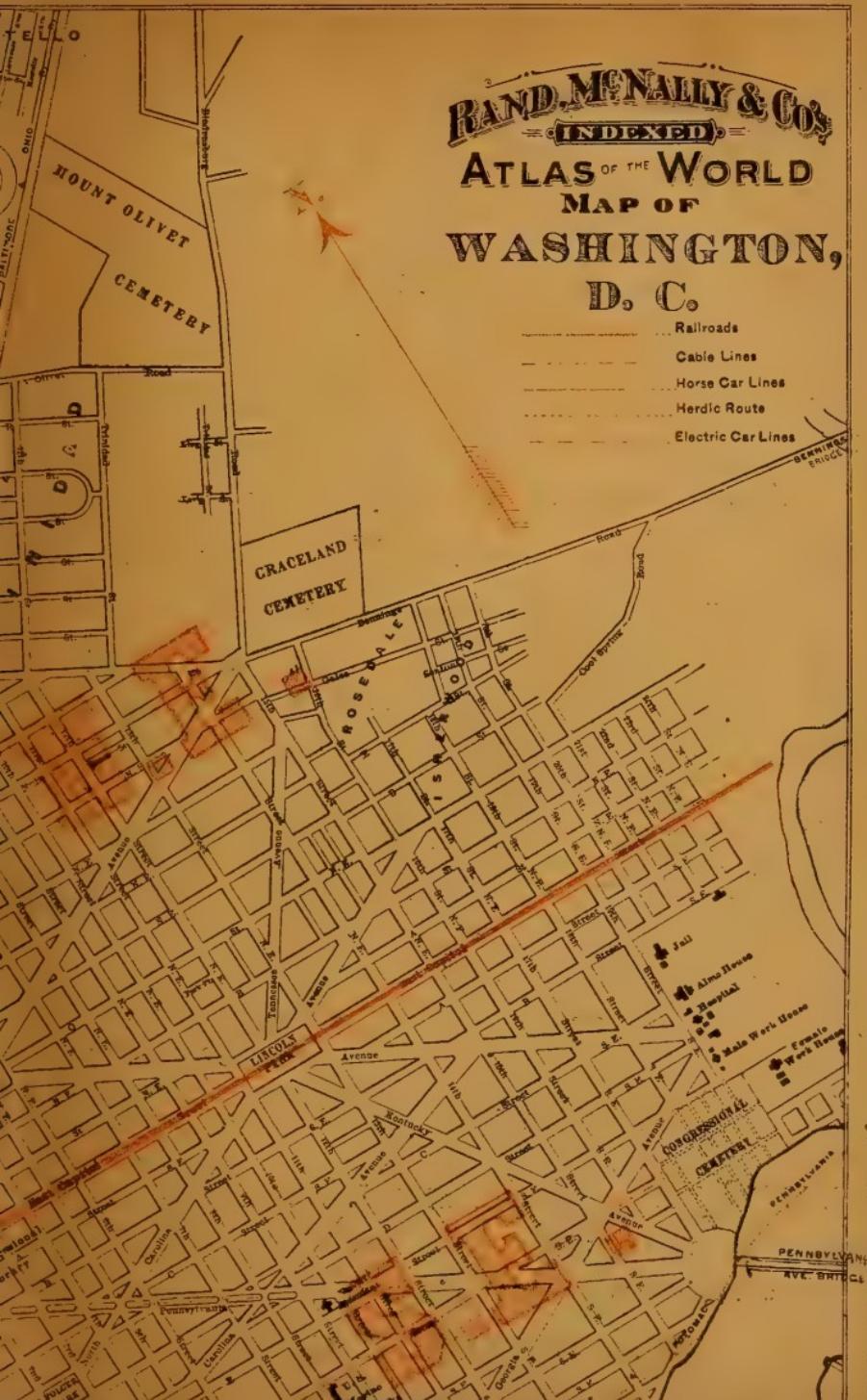
Cable Lines

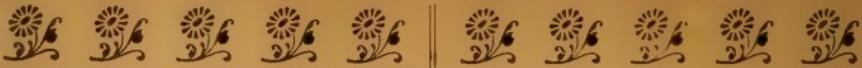
Horse Car Lines

Herdic Route

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BENNING
BRIDGE





The Raleigh

Pennsylvania Avenue, Corner 12th Street
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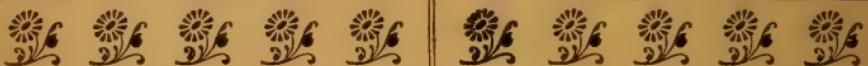
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87

EUROPEAN PLAN.

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WASHINGTON, D. C.

United States accepted from the States of Maryland and Virginia a tract ten miles square on the Potomac. In 1846 Virginia's portion -- some 36 square miles south of the river -- was ceded back to her. President Washington appointed three commissioners, to purchase the land from its owners, and to provide suitable buildings for the President, Congress, and the public offices of the Government. Charles L'Enfant, a French engineer who had fought in the Revolution as a major, was appointed to lay out the city within the district. Though dismissed for lack of discipline his plan was followed by his successor and former assistant Ulicott. Hence the radiating broad avenues, superimposed upon a plan of rectilinear streets, which intersect the avenues at many angles.

The avenues were named after the States, and in a certain order. By reason of its midway and influential position, that had already given it the excellent sobriquet, Keystone State, Pennsylvania was entitled to the name of the great central avenue. The avenues south of this, received the names of the Southern States; the avenues which crossed Pennsylvania were named after the Middle States, Maryland, Delaware, New Jersey, and New York, while the New England States were left to designate the avenues then regarded as remote possibilities among the swamps and hills of the northwest. The curious way in which the capital has developed along the lines of the last-named group is typical of the growth and change in the rest of the whole country since L'Enfant's day.

The rectilinear streets run exactly north and south and east and west. The streets running east and west are known by the letters of the alphabet, so we have North A and South A, North B and South B, and so on; at right angles to the alphabetical streets are the streets bearing numbers, and beginning their house enumeration at a line running due north and south through the Capitol. This divides the city into four quarters, Northwest, Northeast, Southeast and Southwest, each with its own set of

numbers for the houses, arranged upon the decimal system — that is, 100 numbers for each block. This is repeated in a direction away from each of the Capitol streets; all addresses, therefore, should bear the added designation of the quarter by its initials — N. W., N. E., S. E., or S. W. In this description, as nearly everything mentioned is in the Northwest Quarter, these initials are uniformly omitted for that quarter, but are always supplied elsewhere.

In 1800 the seat of Government was established in Washington, which was first called so, it is said by the Commissioners in 1791. The General himself, who was its most active promoter, always spoke of it as the Federal City. The town had only 3,000 inhabitants. But it grew until 1814, when it was captured by the British, who set fire to the public buildings. The town was nearly destroyed. After the British had left, the town was immediately rebuilt, and in 1860 it contained 60,000 inhabitants. During the Civil war it was so well protected by forts, that it was threatened only once. When the war was over, the population had grown to 140,000 and the city has since been constantly improved.

The population today is about 275,000. About one third of the population is colored.

THE CAPITOL.

The principal building and monument in Washington is the Capitol.

The great advantage that the city enjoys in having been intelligently planned before any building of consequence had been begun, is signally shown in the choice of this central and slightly hilltop as the position of the Capitol. The grounds in front of the building were made perfectly level, but in the rear they sloped downward some eighty feet to the Potomac flats, which are overflowed occasionally, even yet. The present arrangement of the park dates from 1874, when it was enlarged to its present enclosure of forty-six acres, and beautified by the late Frederick Law Olmstead. The splendid marble terraces on the western side of

the building, and their ornamental approaches, together costing \$200,000, are a part of the general scheme of out-door decoration, which each year becomes more admirable as the trees and shrubberies mature. A pretty feature of the northwestern part of the park is the ivy-covered rest-house, one window of which looks into a grotto. The low stone towers, becoming vine-covered, in the western parts of the park, are the orifices through which is drawn the supply of fresh air for the ventilation of the Senate chamber and hall of Representatives. Immediately in front (east) of the Capitol is the Plaza, where vast crowds assemble to witness

presidential inaugurations, and where the street-cars and carriages land their passengers; and here, facing the main entrance, stands *Greenough's Statue of Washington*, sitting in a curule chair, as the first great tribune of the American people.

As a work of art it has caused great controversy among people of taste.

The Capitol was begun in 1790. In 1800 only the north wing or that part of the main building containing the present Supreme Court rooms was finished; the opposite wing was not finished till 1811. A wooden passageway connected them across the space now occupied by the

ESTABLISHED IN 1856

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92

for Ladies and Gentlemen

1016 PENNSYLVANIA AVENUE

Corner of Eleventh Street, N.W.

 WASHINGTON D.C.

basements of the rotunda. "When, in 1814, the British captured the city they entered the legislative halls, held a mock session of Congress, and soon the building was in flames. In 1815 Congress authorized the Secretary of the Treasury to borrow \$500,000 to begin repairs (for the walls stood), and in 1818 undertook the erection of the central part. B. H. Latrobe took the architectural superintendence of the restoration, while the new central structure was planned and supervised by Charles Bulfinch. The original building was completed in 1827, at a cost, including the grading of the grounds, repairs, etc.,

of not quite \$ 2,500,000. A fire in the library compelled the rebuilding of the western front in 1751, when additions were made, and the same year the corner-stones of the extensions, now known as the House and Senate wings, were laid; but these were not completed until 1859 (at a cost of nearly \$ 9,000,000). Meanwhile the low wooden dome which had temporarily covered the rotunda was removed in 1856, and the erection of the present iron dome was begun.

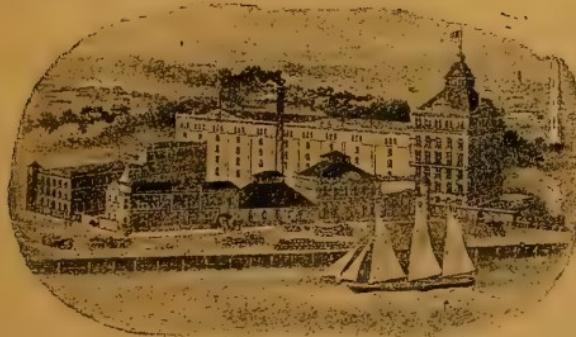
Add to the sums above noted, a million dollars for additional space for the grounds and the obtaining of water,

two millions for improvements of the grounds and terraces, another million for repairs and improvements on the building itself, and various other items, and the cost of the Capitol up to the present time, approaches \$ 15,000,000.

The Front. The original and proper front of the Capitol is the eastern, and the city has grown behind rather than before the state house of the nation, as it was expected to do. This contingency has been met by improvements at the rear of the building to increase the stateliness of its approaches, so that the Capitol now has two faces, different, but substantially equal in merit. This new western front, although on the side from which most visitors approach, requires a long, toilsome climbing of terraces and steps; whereas the street-cars and horsecars carry passengers to the

level of the basement on the south side, and on the north side almost to the very entrance. It is therefore easier, as well as more proper, to begin one's survey of the great structure at the architect's original front door.

This eastern front is the one usually represented in pictures, and it is imposing from every standpoint. One of the most satisfactory views of it is that obtained from the little car-passengers' shelter on the north side of the grounds. The massive and classic proportions of the Senate wing are near at hand, and its ornamental front cuts deeply into the dome, whose supports sink away in grand perspective to the Representative wing, while the majestic dome itself rises tier upon tier of columns and circling architraves to its convergent roof and statue-crowned tholus. There is a wonderful



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Brock's Congressional

NEW JERSEY AVE. and B. ST. S. E.

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Situated near the Capitol and Library.

Guests accomodated with

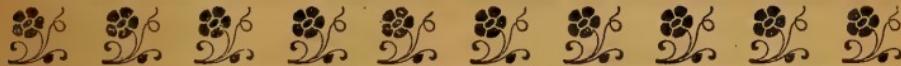
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Washingtons, an der berühmten Pennsylvania Avenue, Ecke $4\frac{1}{2}$ Strasse.
Sämtliche Bahnhöfe in der Nähe. Das Café Sans souci gehört zu den
Sehenswürdigkeiten der Stadt.

Deutsche Küche und Bedienung.

86

Table d'hôte und à la carte. * Mäßige Preise.

Fritz Reuter, Eigenthümer.

feeling of breadth and grandeur, yet of buoyancy, in this oblique aspect of the noble pile — all sunny white, save the color in the folds of the flag.

The Capitol is 751 feet long, 350 feet in greatest width and covers nearly four acres of ground, with 153,112 square feet of floor space. It is 155 feet high to the cornices of the main roof, or 288 feet to the crest of the Liberty statue. The dome of St. Paul's, in London, measures 404 feet to the top of its cross. The architecture is modified Corinthian upon a rustic base, plus a dome, and the material of the older central part is Virginia (Aquia Creek) sandstone, painted white, but the newer wings are built of Massachusetts marble.

In front of the building stretches a broad paved plaza, and three flights of broad steps lead up to the central entrance and to each wing, lending a very effective appearance of breadth and solidity to the whole mass, whose walls are largely hidden by the rows of monolithic, fluted columns of Maryland marble that sustain the three broad porticos. The porticos of the wings have each twenty-two columns, and ten more columns on each of the northern and western fronts. The façade of the northern wing, where the Senate sits, is doubly adorned. The tympanum is filled with an immense group by Thomas Crawford. This masterpiece of the talented artist will repay careful study.

The grand Central portico, which dates from 1825, is 160 feet wide and has twenty-four columns supporting a pediment of 80 feet span filled with an allegorical group cut in sandstone, representing the "Genius of America." From the level of the portico entered, two great buttresses, each adorned with pieces of colossal statuary in marble. That upon the south side represents Columbus. The sculptor was Pessico (1896). The opposite group, on the northside, represents "Civilization", or "First Settlement of America" by Greenough.

The inauguration of Presidents of the United States has taken place

upon this portico since the time of Jackson.

Among the most interesting objects at the Capitol is the *Rogers bronze door* in the center of the portico. This door opens directly into the rotunda under the dome. On each side of this very imposing entrance are statues of "War" and "Peace" by Persico. Above the door is a bust of Washington.

The Rotunda occupies nearly the whole width of the center of the building. It is 180 feet high to the canopy and its center is the center of the Capitol.

Four doors open out of the rotunda. Over each is a marble panel in high relief representing respectively: over the eastern door "Landing of the Pilgrims"; over the northern, "William Penn making a treaty with the Delaware Indians"; over the southern: "Daniel Boone in conflict with the Indians"; over the western door is "Pocahontas saving the life of John Smith". The lower wall spaces are adorned by historical paintings. Most of these decorations were made between 1824 and 1839.

On the Canopy of the Dome is Brumidi's masterpiece, "The Apotheosis of Washington". (To be examined from the gallery.)

The ascent of the Dome may be made by a stairway of 376 steps. An exceedingly interesting view can, however, be obtained from the great galleries, which encircle the base of the dome. The view is similar to that obtained from the summit of the Washington monument, which can be reached by an elevator.

The *eastern door* of the rotunda opens upon the grand portico of the eastern front.

The *western door* leads to a rear stairway descending a narrow hall to the rear entrance of the Capitol and Pennsylvania Avenue. It also opens around the head of the stairway to the old Congressional Library, now moved into a magnificent new building. The old library rooms occupy all the spaces in the western front of the central building, and open upon a balcony which

gives an exceedingly interesting view toward the river, the Treasury, and the principal part of the city.

The *northern door* leads to the Supreme Court and beyond that, to the Senate Chamber.

The *southern door* admits to Statuary Hall and the House of Representatives, in the southern extension.

Statuary Hall. — Is a semi-circular hall ninety-five feet in greatest width, whose ceiling is a half-dome sixty feet high, beneath which is a spacious gallery filled with the Library of the House of Representatives. This was the *Hall of Representatives* of the original Capitol, and as first built it was an oblong rectangular room. In rebuilding it, after the fire of 1814, Latrobe converted it into a semi-circular room. At the southern end is a grand arch, supported by columns of Potomac variegated marble (breccia), with white Italian capitals copied from relics in the ruins of Athens. Many other similar pillars form a colonnade about the room and sustain the profusely paneled ceiling. The cupola, which admits such poor light as the room now gets, is made after the Roman Pantheon. Many fine statues are in this room. The hall has surprising acoustic properties, which the Capitol guides have learned, and apply to the amusement of sightseers.

Leaving Statuary Hall by the door under the arch, we enter the *House of Representatives*. It is an elegant but not overornamented room. White and gold is the prevailing tone. Paintings: Washington as President; Lafayette, "King's River Canon", "Discovery of the Hudson".

Corridors with decorated ceilings and other adornments surround the House.

A double staircase leads to the gallery floors, which contain many fresco's and statues and pictures of great value.

The rooms beyond the staircase are offices

A wonderful stairway leads down to the committee rooms.

The House Lobby is richly furnished and contains many portraits.

Another stairway, turning to the left, leads to more committee rooms on the eastern front of this wing. The one on Military Affairs contains a fine collection of paintings of the principal forts of the Republic. From there, the Eastern Grand Staircase ascends to the gallery floor. At its foot, is the statue of Thomas Jefferson. We see the painting of F. B. Carpenter, "Signing of the Proclamation of Emancipation", and ascend to the attic floor. Portraits of Henry Clay, Charles Carroll and Gunning Bedford hang at the top of the staircase.

In the basement of the House is the House post office, office rooms, a public restaurant and elaborate bath-rooms for Representatives.

In some of the rooms are decorations worth examining.

A corridor extends from end to end of the basement; following it, we reach the Senate wing. Halfway down this corridor we come to the Crypt, an apartment formed of the spaces between the forty Doric columns that support the massive brick arches upon which is laid the floor of the rotunda; a star in the pavement marks the center of the building immediately beneath the dome. A large part of the crypt has been walled off for storage of library books. A passage to the left leads out to the western entrance and upstairs into the rotunda; and another leads to the basement doors under the grand portico of the eastern front.

The Undercroft is the name applied to the vault beneath the crypt, intended by the founders of the Republic as the mausoleum of Washington and his family; but these good people preferred to be buried at Mt. Vernon, and the "undercroft" remains empty.

Passing onward, a few steps take one past the light-shaft to the door (on the right) of the old Supreme Court Chamber, immediately under the present chamber. It was in this room, now filled with the exceedingly

full and valuable law library of the court, that all the great cases were heard previous to 1857. A few steps farther, carry one out of the old main building and into the

Basement of the Senate Wing. Here there is a public restaurant, public lavatories for both men and women, and many offices and committee rooms. All the corridors and vestibules at this end are well lighted, and the walls and ceilings are very profusely and elaborately decorated with mural designs in the Italian manner, daintily drawn and brightly colored. Among them are many portraits. The vestibule of the Senate post office, in the northwest corner, is particularly picturesque, having over the post-office door a large painting of Fulton, pointing, as if from a balcony, to his first steam-boat, the *Claremont*, passing the Palisades of the Hudson. The door of the Committee on Post-Office Affairs is suitably indicated by a sprightly picture of Franklin, who organized the American post office; while over the opposite door is a likeness of Fitch, Fulton's competitor in developing the idea of steam navigation.

Other especially fine frescoes are to be seen in the room of the Senate committees on Indian Affairs, Naval Affairs, Military Affairs (where Revolutionary battles are pictured in glorious colors), and Foreign Affairs; the doors of the latter and of the Committee on Patents are further distinguished by frescoes by Brumidi above the lintels—in the former case "The Signing of the Treaty of Ghent," and in the latter a full-length picture of Robert Fulton.

A stairway at both ends of the main corridor leads to the principal story of the Senate wing. Corridors extend around the Senate Chamber, which occupies the center of the wing.

Busts of all the Vice-Presidents are being placed in niches in the walls, a recent embellishment, of which the following is a roster, with the names of the sculptors:

John Adams (Daniel C. French), Thomas Jefferson (M. Ezekiel), Aaron

Burr (Jacques Joavenal), George Clinton (Victor A. Crane), Elbridge Gerry (Herbert Adams), Daniel Tomkins (C. H. Niehaus), Martin Van Buren (U. S. J. Dunbar), George M. Dallas, (H. J. Ellcott), Hannibal Hamlin (Franklin Simmons), Henry Wilson (Dan. C. French), W. A. Wheeler (Edwin Potter), Chester A. Arthur (Aug. St. Gaudens), Thomas A. Hendricks (U. S. J. Dunbar), Levi P. Morton (F. Edwin Elwell), Adlai E. Stevenson (Franklin Simmons). Busts of Calhoun and R. M. Johnson are not yet ready.

Outside the Senate Chamber many interesting things are to be seen on the main floor. Among others, portrait of Washington by Stuart, opposite, a portrait of John Adams, the magnificent eastern staircase of marble; at its foot, the marble statue of Benjamin Franklin. On the wall of the stair landing, Powell's painting of Oliver P. Perry at the battle of Lake Erie.

Just beyond the staircase is a vestibule with coupled columns of white marble. It opens upon the eastern portico through another pair of *Bronze Doors*.

The Senate Committee and reception rooms are finely decorated and the frescos worth studying; one of the most beautiful, is the "Marble Room". Next west of this splendid saloon is the "President's Room", brilliantly decorated.

Ascending the western grand staircase of white marble to the gallery floor the visitor looks at the statue of John Hancock. On the wall of the landing is a large historical painting „Storming of Chapultepec.“ This corridor leads to a reserved gallery of the Senate and other committee rooms.

At the head of the eastern grand stairway, the painting of the "Recall of Columbus" merits close attention. Immediately beyond the stairway are two halls, one looking out upon the plaza - and another northward, containing fine tilings and some notable pictures.

Descending by the eastern grand stairway to the main floor the visi-

ought not to miss examining the beautiful portraits of Thomas Jefferson and Patrick Henry upon the wall of the western end of the main corridor.

The Supreme Court chamber is next to be inspected. Any one may enter and to sit at the rear of this old hall when court is in session, is an impressive experience.

This completes the tour of the Capitol. From the rotunda the visitor emerges upon the terrace, a broad esplanade.

Broad flights and stairs, parting right and left about a fountain, lead down to a lower terrace, in the center of which, is a bronze sitting figure of Chief Justice Marshall.

From this statue, walks descend on the right to Pennsylvania Avenue and the "Peace Monument". On the left to Maryland Avenue and the Garfield Monument.

Other monumental buildings in the Capital are:

The New Building for the Library of Congress in a sort of Italian Renaissance style. The central pavilion on the front toward the Capitol is enriched just below the roof by four colossal figures, representing Atlas and a series of busts of great authors. The cost of the building was \$ 6,250,000.

It is splendidly decorated and nothing in the world surpasses the artistic splendor of the great rotunda, where the practical work of the library concentrates. An underground tunnel four feet wide and six feet high has been made between the library and the Capitol, containing a cable carrier, upon which books may be sent back and forth at great speed.

CAPITOL HILL.

Capitol Hill is the name of the plateau of the Capitol. It is one of the handsomest parts of the city with its own shady avenues, cross streets and parks. In Stanton Square is the statue of Maj. Gen. Nathaniel Greene. The Peabody School fronts this square, which is reached by the Eckington street car. Half a mile farther down Massachusetts

Avenue, is Lincoln Square. Here Tennessee and Kentucky avenues branch off northward and southward. In Lincoln Square, the most noted Statue is the monument to the "Emancipation of the Slaves". In the center of the Square is the famous sycamore tree. From this park to the Capitol is a wide avenue "East Capitol Street". At the eastern terminus of Massachusetts Avenue, on "Hospital Square", are the District Almshouse, the Workhouse, and the stone jail. Some distance away, on Bladensburg Road, are the buildings of the Boys' Reform School.

Christ Church, erected in 1795, is the oldest church in the city (on G Street, S. E. between Sixth and Seventh). (Protestant Episcopal.)

Christ Church Cemetery adjoins the grounds of the workhouse and contains the graves and cenotaphs of many persons once prominent in official life. Congress contributes toward the support of this cemetery. Street cars at Lincoln Square, ten minutes walk, or to the navy Yard, twenty minutes walk along K Street, S. E., and Georgia Avenue.

The Navy Yard is one of the places which visitors to Washington are usually most anxious to see, but it usually offers little to reward their curiosity outside of the gun shop. The navy yards at Brooklyn, Portsmouth, and Norfolk are all far more interesting. It stands on the banks of the broad tidal estuary of the Anacostia River, at the foot of Eighth Street, S. E., and is the terminus of the cable-cars from Georgetown along Pennsylvania Avenue. The Anacostia line of street-cars along M Street, S. E., also passes the gate.

The Gun Shop. — The first great building on the right, at the foot of the stone stairs, is the most interesting place in the yard. It is filled with the most powerful and approved machinery for turning, boring, rifling, jacketing, and otherwise finishing ready for work the immense rifles required for modern battle-ships, as well as the smaller

rapid-fire guns forming the supplementary batteries of the cruisers and other vessels of war. Observing carefully the posted regulations, the visitor may walk where he pleases through these magnificent factories and watch the extremely interesting process, and should it happen that any vessels of war are in the harbor, permission to go on board of them can be obtained at all suitable hours.

The Marine Barracks, a couple of squares above the Navy Yard, on Eight Street, S. E., occupy a square surrounded by brick buildings; they are the headquarters of the Marine Corps, but contain nothing of interest for the visitor.

The Naval Hospital, for sick and wounded officers and men of the Navy and Marine Corps, is at Pennsylvania Avenue and Ninth Street, S. E.; and at Second and D streets, S. E., is Providence Hospital, founded in 1862, whose rear windows overlook the fine old Duddington Manor.

Anacostia is a name applied in an indefinite way to the region opposite the Navy Yard, and is reached by a bridge at the foot of Eleventh Street, crossed by the street-cars of the Anacostia & Potomac line. The village at the farther end of the bridge, now called Anacostia, was formerly Uniontown, and from its branch roads lead up on the Maryland Heights in various directions, where suburban villas and park-villages are rapidly extending. Twinning, at the eastern end of the Pennsylvania Avenue bridge; Lincoln Heights, in the extreme eastern corner of the district; Garfield and Good Hope, on the fine Marlboro Turnpike, which is a favorite run for cyclers and where there is a summer hotel — *Overlook Inn*; and Congress Heights, farther south, are the principal of these suburban centers. All of these high ridges were crowned and connected by fortifications, some of which remain in fairly good condition, especially Fort Stanton, just south of Garfield. A wide and interesting view of the city and the Potomac Valley is ob-

tained from its ramparts, and also of the great Federal Insane Asylum.

A WALK ON PENNSYLVANIA AVENUE.

Washington's principal street is four miles and a half long, but is broken by the Capitol, the Treasury and White House grounds. It is 160 feet wide, expanding at intervals into spaces and parks.

Beginning at the western gates of the Capitol, Maryland Avenue diverges Southwest, straight down to Long Bridge. At the beginning of these streets are the Peace Memorial Monument and the Garfield statue. In the triangle between the Pennsylvania and Maryland Avenues lies the Botanical Garden with the illuminated fountain in the center. We pass Lincoln Column and the buildings improve as we proceed. On the right, the National Hotel, opposite, the St. James. Passing the Pennsylvania Railroad Station, on the left, we cross Sixth Street. We are in front of the Metropolitan Hotel. We come to Seventh Street, the principal north and south-artery of traffic. Louisiana Avenue extends from the open place into a fine boulevard to Judiciary Square.

The Statue of Maj. Gen. Winfield S. Hancock stands on the triangle, which is formed by its diagonal intersecting Pennsylvania Avenue.

Center Market is here on the south side, worth seeing. Between the market and Pennsylvania Avenue, is a park. Here stands the Statue of Maj. Gen. John A. Rawlins, famous as Grand Chief of Staff.

At Ninth Street, the Academy of Music appears at the right. Tenth Street is the next. At the left, is the principal entrance to the Smithsonian grounds. The open place here is decorated with the statue of Benjamin Franklin. On Tenth Street, in the old Ford's Theater, President Lincoln was assassinated. The house opposite is the one, to which Lincoln was carried and is marked by a tablet. The owner at present exhibits there a large collection of Lincoln relics. Admission 25 Cents.

On the square corner Eleventh Street is the new Post Office.

Next comes Thirteenth Street with two little parks and the power house of the Washington and Georgetown Railroad, the Capital's Traction Company (burnt down).

Fourteenth Street is the most important thoroughfare in this part of the city. Extending from Long Bridge to Mount Pleasant. The Belt Line cars run southward upon it from Pennsylvania Avenue to the Bureau of Engraving and Printing, and so on around to the Capitol, and the Alexandria & Mount Vernon Electric Line terminates here. At the right (northward) the street slopes steeply up the hill to F Street, and this block, as far as the Ebbitt House, is known as Newspaper Row, because filled with the offices of correspondents of newspapers all over the country. Opposite them, filling the northwest corner, is Willard's Hotel.

The block opposite Willard's, is devoted to business houses and the Regent Hotel, the side windows of which, overlook a green expanse of parking down to the Potomac. Around the corner, to the left, on Fifteenth Street, are Allen's (formerly Albaugh's) Grand Opera House, occupying a part of the armory of the Washington Light Infantry, the house of the Capital Bicycle Club, etc.

This brings us to the avenue, against the southern portico of the Treasury. The small wooden building within the gates, is devoted to the official photographer. Turning to the right, up the slope of Fifteenth Street, we pass the busy terminus of F Street, and go on to G, where the Riggs House forms a dignified corner-piece. A few steps farther, the broad avenue in front of the Treasury opens the way northward and brings us to the White House.

The Executive mansion, commonly called the White House, was built by the architect, James Hoban, who took his idea of the mansion from the house of the Duke of Leinster in Dublin; a sort of Italian style.

The material is Virginia sandstone,

its length is 170 feet and its width 86 feet. The house is of two stories and a basement. Its cost up to the present, exceeds \$ 1,500,000. In 1814 the British set fire to the building, but heavy rains extinguished the conflagration, before it had damaged the walls extensively. The mansion was repaired and then painted white, to cover the ravages of the fire. This color has been kept ever since and has given the popular name of the "White House" to the Executive mansion.

The President's Grounds consist of some eighty acres. The immediate garden was early attended to, as is shown by the size of the trees. The more distant part of the grounds has been set in order only lately. The grounds are open freely to the public. In weather the Marine Band gives concerts in the afternoon. Lafayette Square is practically a part of these grounds.

Admission to the White House, at least to parts of it, is free to everybody. The mansion contains many art works, which are shown to the visitor. Every room has its name. There is the East Room, used as the state reception room with full length portraits of George and Martha Washington and many others.

Adjoining, is the Green Room with many portraits and an exquisite ceiling ornamented by a design of musical instruments.

Next to this, is the Blue Room. West of the Blue Room is the Red Room, used chiefly by the ladies of the mansion. The walls are covered with portraits.

All these rooms open upon a corridor separated from the vestibule by a partition of glass. In this corridor hang several portraits of Presidents. Each President is supposed to leave his portrait here.

At the south end of the corridor, is the State Dining Room.

The western door of the corridor opens into the conservatory.

On the second floor are the offices of the President and his Secretaries.

In the immediate neighborhood of the White House are most of the Executive Departments.

West of the White House is the *State, War and Navy Building*; 471 feet long by 253-feet wide. The building covers four and a half acres and cost \$ 10,700,000. The Department of State occupies the noblest, the south front of the Building.

The finest room is The Library.

The War Department occupies the western and part of the northern front, and the Navy Department has quarters in the remaining part of the building. The collection of models of ships, on view near the entrance is interesting.

East of the White House is the *Treasury*. It is an imposing building of the form of a pagan temple. Its cost amounts to about \$ 10,000,000.

The building is open from 9 till 2, and every stranger visits the place, though there is nothing to be seen there.

In the "*Department of Justice*" and "*Court of Claims*" situated in the office building on Pennsylvania Avenue, across the street from the Treasury, nothing attracts the visitor.

The *General Post Office* occupies the whole square on Seventh Street between E and F Streets, back to Eighth street.

The Dead Letter Office on the F Street front, is the most interesting part.

The Patent Office is the popular name for the Department of the Interior. The offices of the department are in different buildings and do not offer any thing of interest for the tourist.

The Secretary's office is in the Patent Office Building which covers the two squares from Seventh to Ninth Streets between F. and G.

The *Government Printing Office* is on North Capitol and H Streets. Nearly 3000 persons are employed during the congressional session, and it is probably the largest printing office in existence.

The office of the *Department of Labor* is in the National Safe De-

posit Building on New York Avenue and Fifteenth Street.

The *Civil Service Commission* has its offices in the Concordia Building, Eighth and E Streets.

The *Interstate Commerce Commission* is in the Sun Buildng, No. 1317 F Street. There is also the office of the Venezuela Boundary Commission.

The *Inter-Continental Railway Commission* has its offices at No. 1429 New York Avenue.

The *Bureau of American Republics* has offices at No. 2 Jackson Place.

THE WASHINGTON MONUMENT

E. Ingwersoll writes:

"The dignity, symmetry, and towering height of Washington's character, as it now presents itself to the minds of his countrymen, are well exemplified in the majestic simplicity of his monument in Washington. This pure and glittering shaft, asking no aid from inscription or ornament, strikes up into heaven and leads the thought to a patriotism as spotless and a manhood as lofty, as any American has attained to. It is the glory and *grandeur* of this superb monument that it typifies and recalls not Washington the man, but Washington the character. It is really a monument to the American people in the name of their foremost representative. It is in itself a constantly beautiful object, intensified, unconsciously to the beholder, perhaps, by the symbolism and sentiment it involves. With every varying mood of the changing air and sky, or time of day, it assumes some new phase of interest to the eye. Now it is clear and firm against the blue -- hard, sharp-edged, cold, near at hand; anon it withdraws and softens and seems to tremble in a lambent envelope of azure ether, or to swim in a golden mist, as its shadow, like that of a mighty dial, marks the approach of sunset upon the greensward that rolls eastward from its base. The most picturesque view of it, doubtless, is that from the east, where

you may "compose" it in the distance of a picture, for which the trees and shrubbery, winding roads and Norman towers, of the Smithsonian park form the most artistic of foregrounds."

The monument is open to visitors from 9.00 a. m. to 6.00 p. m. in the summer, and 5.30 p. m. in winter, with an intermission of an hour at noon. A staircase of 900 steps winds its way to the top, around an interior shaft of iron pillars, in which the elevator runs. The elevator makes a trip every half hour. As this elevator and its ropes are of unusual strength, and were severely tested by use in elevating the stone required for the upper courses as the structure progressed, its safety need not be suspected. The elevator is lighted by electricity and carries a telephone. Seven minutes are required for the ascent of 500 feet; and one can see, as it passes, all the inscriptions and carvings sufficiently well to satisfy the curiosity of most persons. Several, not embedded in the walls, are shown in the National Museum. An officer in charge of the floor, marshals visitors into the elevator, and another cares for the observatory floor at the top; but no fees whatever are required or expected.

The eight small windows, which open through the pyramidion of the obelisk, 517 feet above the ground offer an unique view, which no visitor should miss enjoying. There are good reasons for advising, that the ascent should be the first thing done by the visitor. From there he may visit the *Bureau of Engraving and Printing* a handsome brick building on Fourteenth Street S. W., five minutes from the Washington Monument. Visitors are received from ten to two o'clock.

East of this building between Fourteenth and Twelfth Streets, S. W. in *The Department of Agriculture*. In this building is a museum containing excellent wax models of fruits and natural foods and other interesting features.

The Weather Bureau is domiciled at the corner of M and Twenty-fourth streets.

The Smithsonian Institution and National Museum are reached by crossing Twelfth Street S. W. and entering the park. Near the gate the statue of Joseph Henry. The Smithsonian Institution has under its charge the following bureaus:

THE NATIONAL MUSEUM.

The United States National Museum with its innumerable treasures of collections, which no visitor should miss examining.

The Bureau of International Exchanges.

The Bureau of Ethnology.

The National Zoological Park is an excursion into the northern corner of the District. It is reached by taking the cable car from Fourteenth Street to the Boundary and then the Chevy Chase line. The best way is to leave the car after crossing the bridge, where a narrow lane leads to a flight of steps down the hill to the brink of Rock Creek, near the bear dens. No admittance charge of any kind is required. The garden is open daily, also, Sundays. This excursion must be made separately.

The Astrophysical Observatory.

The Army Medical Museum occupies a fine building in the southeast corner of the Smithsonian grounds, next to Seventh Street. This museum is of the greatest interest and value to the medical profession. The Library is the most complete collection of medical and surgical literature in the world.

The United States Fish Commission is the last place to be visited on this side of The Mall. It occupies the old arsenal on Sixth Street and from it that part of the Park has its name "Armory Square".

MONUMENTS.

On Lafayette Square. One of the oldest buildings in Washington is "St. John's", the Episcopal church on the north side of this park. Two statues belong to the Square, the equestrian statue of *President General Andrew Jackson* and the *Memorial to Lafayette*.

Near by on Madison Place (15½ Street) is located the *Lafayette Square Opera House*. On the corner of H Street is the *Cosmos Club* house. Passing many historical buildings we come to *Fourteenth Street and Franklin Square*. The *Franklin school-house* overlooks the square on the east; the *Hamilton hotel* and *Cochran hotel* are just above it on Fourteenth Street. The church on the corner of L Street is "All Souls" (Unitarian); opposite it is the *Portland*. Next is *Thomas Circle* with the equestrian Statue of Gen. *George H. Thomas*. Northwest of Thomas Circle, in front of *Lutheran Memorial Church* stands the statue of *Martin Luther*, one of the most artistic statues in the city.

Following H Street from Fourteenth Street westward we pass the *Elsmere hotel*, the *Shoreham hotel* on the corner of Fifteenth Street. The *Columbian University* is located on the other corner. On the left hand corner at Madison Place, is the *Cosmos Club*.

Diagonally opposite is the *Arlington Hotel*.

Crossing Connecticut Avenue on Seventeenth Street, facing the square is the ancient *Decatur house*. On the southeast corner of Eighteenth and G Streets the historic *Everett house*.

From Fourteenth Street westward on I Street we pass splendid residences, facing *McPherson Square*, one of the finest parks in the city. In the park is the equestrian statue of *James B. Mc Pherson*.

At the junction of Massachusetts and Rhode Island avenues is *Scott Circle* with the equestrian statue of *Gen. Winfield Scott*.

Connecticut Avenue from H Street to the boundary is the afternoon promenade. In the northward direction is *Farragut Square* in the center of which is the statue of *Farragut*.

Further on is the *Presbyterian Church of the Covenant*. On the corner of N Street is the *British Embassy*. The *Austrian Legation* owns No. 1307 on *Dupont Circle*

with the bronze statue of *Admiral Samuel F. Dupont*.

Where New Hampshire Avenue crosses Pennsylvania Avenue is a park named *Washington Circle* with an equestrian bronze statue of the American Idol.

ART GALLERIES.

The *Corcoran Art Gallery* on Seventeenth Street at New York Avenue. It contains many famous paintings of great value to students.

The *Waggaman Gallery* at No. 3300 O Street, Georgetown, reached by the F Street or by the Pennsylvania Avenue street cars. The gallery is famous for its splendid collection of Japanese work. Visitors are admitted Thursdays during the first four months of the year, 50 cents admission.

THEATRES.

The newest house is the *Lafayette Opera House* on Lafayette Square.

Allens Opera House is on Fifteenth Street, at the corner of E Street.

The *National Theatre* on Pennsylvania Avenue between Thirteenth and Fourteenth Streets.

The *Academy of Music* at Ninth and D Streets.

Kernans Lyceum 1014 Pennsylvania Avenue.

Lectures are given at *Melrott Hall* and *Willards Hall*,

Convention Hall is an immense hall at the crossing of New-York Avenue and L and Fifth Streets. It is used for conventions and social affairs.

There are no industrial enterprises of importance in the District of Columbia, except the *Chr. Heurich Brewing Company*, which is classed among the model breweries of the United States. The brewery is situated near the river and contains the most modern appliances. No visitor should fail to visit this enterprise, where he can get a right view at what the American industrial genius has accomplished.

The principal brands are "Heurich's Maerzen", considered superior to the imported beer, "Senate", "Extra Pale", and "Lager".

EXCURSIONS.

Mount Vernon, where the home was and the tomb of George Washington is, on the right bank of the Potomac, sixteen miles below the city. Admission 25 cents. Cars and trains of the Mount Vernon Railroad Company are running from Pennsylvania Avenue and Thirteen-and-a-half Street.

The steamer "Charles Macalester" runs daily from the foot of Seventh Street to Mount Vernon. (10 a. m. and returns 2.30). Round trip including admission 75 cents. The trip on the Potomac River on a fine day is highly enjoyable.

The end of the steamboat's route is *Marshall Hall*, some miles below Mount Vernon. It is a summer pleasure resort with Restaurant and all sorts of amusements. Similar resorts on the riverside are *Riverview* and *Notley Hall*.

The way to *Arlington* lies through Georgetown to the Union station by the Pennsylvania Avenue cable line, hence by electric car across the Potomac to the gates of Arlington or to Fort Myer. Arlington is a fine example of the architecture of its era. The grounds are used for a *National Military Cemetery* with its innumerable interesting monuments, graves, memorial stones, bas-reliefs and mausoleums. In the rear of the Mansion is a miniature temple upon whose columns are engraved the names of great American soldiers; further an amphitheater of columns, where open-air burial services are conducted.

Adjoining the cemetery on the north, but separated from it by a ravine is *Fort Myer*. This is a cavalry post of the army, which accommodates a whole regiment.

The cable car north on Seventh Street and the electric line from the boundary run direct to the Eagle or western gate of the Soldiers' Home grounds passing Howard

University. *The Soldiers Home*, was established as a retreat for veterans of the Mexican War.

In the rear of the Home lies one of the *National military Cemeteries*.

Northeast of the Home stand *Rock Creek Church* and its beautiful cemetery, well worth examination.

Around the Military Cemetery, and up the hill to the right, the remnants of Fort Totten may be seen. Its parapets command a wide landscape.

From Fort Totten the Harewood Road may easily be reached and followed southward along the eastern side of the park until it emerges upon the great campus of

The Catholic University of America. This is the national institution of higher learning established by all the Catholic bishops of the United States in the Third Plenary Council of Baltimore, and is regarded by Pope Leo XIII as one of the chief honors of his pontificate. The grounds comprise seventy acres, and the visitor is at once struck by the stately appearance of the two great university structures already erected.

The old country village and present suburb of Brookland lies just beyond, and is the terminus of the Soldiers' Home and Eckington Electric Railway, which will carry the visitor back from the university gates or southern entrance to the Soldiers' Home in about twenty-five minutes. Just south of the latter, west of the suburban district of Edgewood, through which the line passes, are the Glenwood, Prospect Hill, and St. Mary's (Roman Catholic) cemeteries, which contain the graves of many famous persons and some fine monuments. Nearer the city line is the fine suburb, Eckington, in the midst of which, upon a beautifully wooded hill, is the colonial building of the Eckington Hotel, open in summer. This line enters the city along New York Avenue, and terminates at the Treasury.

Georgetown or West Washington does not contain much to attract the sight-seer. The most prominent institution in the locality is Georgetown College.

Oak Hill Cemetery, on the southern bank of Rock Creek near P Street is worth seeing.

Not far off is the *Naval Observatory*, a new astronomical station of the Government.

From Georgetown an electric road runs north to *Wesley Heights*, a Methodist association which intends to establish a university modeled upon the plan of German institutions. Further on is Oak View with an observatory; then on the left Wordley Inn, a summer hotel. A mile and quarter farther *Tennallytown*. A road west affords a picturesque walk to the Receiving Reservoir and a mile farther to Little Falls, or the Chain Bridge. At the right, on the highest point of land the new reservoir is seen.

From Georgetown the Georgetown & Great Falls Railroad Company operates an electric line to the Great Falls of the Potomac; one of the most delightful excursions out of Washington. The cars leave the Union Station in Georgetown. We pass Chain Bridge and walk a mile and a

half above the bridge to the Little Falls of the Potomac, a favorite spot for picnicking parties. Then over Glen Echo Heights passing "Chautauqua Assembly" to the ravine of Cabin John Run, where the fine arch of the famous bridge gleams through the trees. Five miles farther are the

Great Falls of the Potomac. Here are the City Water Works.

The Baltimore and Ohio Railroad runs to *Bladensburg* and *Kendall Green*. Bladensburg is a favorite drive. A string of pleasant suburban villages join one another along the railway.

Kendall Green is an institution for the free education of deaf-mute children of sailors and soldiers of the United States.

Excursions by Steamer to Fortress Monroe, the Bull Run Battlefield, Fredericksburg, Harper's Ferry, the Luray Caverns in Virginia, and to Annapolis in Maryland, are often made from Washington.

Agents of the North-German Lloyd: *Edw. F. Droop & Sons*, 925 Pennsylvania Ave. Washington D. C.

FLORIDA.

Florida was the first region of North America to be colonized by Europeans. Juan Ponce de Leon landed there in 1513 and proclaimed the sovereignty of Spain. In 1564 Laudonnière and his French Huguenots built Fort Caroline, on the St. John's River, but were surprised by a Spanish fleet under Menendez, and massacred. Four years later De Gourgue's expedition captured the fort and hung the garrison.

St. Augustine was founded by Menendez in 1565. The town was completely destroyed in 1586 by Sir Francis Drake. In 1665 the buccaneers blundered it.

In 1763 Spain ceded Florida to Great Britain, in return for Cuba, but twenty years later the country was ceded back to Spain in exchange for the Bahamas. In 1819 the King of Spain reluctantly ceded Florida to the United States, and Andrew Jackson became its Governor. In 1835 began the Seminole War, which lasted for seven years. Most of the Seminoles were removed beyond the Mississippi in 1842 and 1858 and now dwell in the Indian Territory.

At the outbreak of the Civil War Florida joined the Southern States in attempting to leave the Union.

The name of the State was given by its discoverer, Ponce de Leon, who first saw the land on Easter Sunday, in Spanish, *Pascua Florida*. Florida is called *The Everglade State*, from one of its natural features.

There are myriads of islands around Florida, including those in the Everglades, the Ten Thousand

Islands, and the famous Florida Keys, extending 200 miles southwestward from Cape Florida to the Dry Tortugas. Many of the Keys are uninhabited; and nearly all of them are infested by enormous swarms of mosquitos. The population in 1890 was 391,422.

CEDAR KEY, Fla.

Cedar Key, situated on an island of the same name in the Gulf of Mexico, boasts of a climate peculiarly temperature and equable. In its location, its surrounding waters and delightful climate, it resembles Venice; and like this Italian city, it is also quite a commercial center. It is surrounded by numerous other islands or "keys", as they are called, which afford many delightful excursions.

Interesting side trips can also be made by steamer to *Tarpon Springs*, *Clearwater*, *Dunedin*, *Seaside*, *Yellow Bluff*, *Manatee* and *Tampa*.

KEY WEST, Fla.

Key West, the county seat of Monroe county, is situated on an island one hundred and sixty-five miles by steamer from Miami and about one hundred miles from Havana, Cuba. The island embraces two thousand acres of coral formation. It presents many pleasing features to the tourist, and is well worth a visit; tropical trees and flowers of all kinds abound, and the people of the island are remarkably hospitable. The importance of Key West, as one of the greatest commercial centers of



St. John's River.

the country, is assured by its geographical position, and with the completion of the Nicaragua Canal it will occupy a still more prominent position in the commercial world.

FERNANDINA, Fla.

A commercial town, carrying on an important trade in ships provisions and wood, with 3,000 inhabitants, 33 miles from Jacksonville, on Amelia Island, on the Amelia River, with the best harbor, south of Chesapeake Bay. Steamers leave here for New York, Charleston, ports of Georgia and Europe.

GAINESVILLE, Fla.

A well known winter resort and railway junction (change cars here for Palatka, Ocala etc.) of 3,000 inhabitants, 14 miles from Waldo, on the Florida Central and Peninsular R. R. Excursion to Alachua Sink.

HOMOSASSA, Fla.

A rendezvous for sportsmen, for fishing and shooting. Hotels: Homosassa Inn; \$3,00; Osceola House, \$2,00.

Well situated on the river of the same name, about four miles from the Gulf; reached from Jacksonville by the Florida Central & Peninsular R. R.

JACKSONVILLE, Fla.

Reached from New York by the Clyde Steamers, leaving every Monday, Wednesday and Friday at 3 o. c. p. m., from Pier 29 East River, three days \$25, Via rail to Washington via Atlanta and Richmond to Savannah or by the Savannah, Florida & Western R. R. via Atlanta to Jacksonville. 1,276 miles from New York, in 40 hours. The Vestibule train leaves New York daily at 4:30 p. m.

Jacksonville, the metropolis of Florida, the Indian name of which was "Wacca Pilatka", is beautifully situated on the banks of the St. John's River. Its present name was given in honor of General Andrew Jackson, the first Governor of Florida. The present population is about 30,000, including suburbs. It is the gateway at which the steamships, steam-boats and railways center, radiating thence throughout the length and

breadth of the State. The streets are regularly laid out, and beautifully shaded by grand live oaks overhung with moss.

Mandarin, a small village on the east bank of the river, is one of the oldest settlements in the State. Near the landing, almost hidden among fine old oaks and orange trees, is the home of the celebrated authoress of "Uncle Tom's Cabin", Mrs. Harriet Beecher Stowe. The white wharf and fence of Orange Park shines pleasantly across the river.

Passing Hibernia, New Switzerland and Remington Park we come to Magnolia, one of the popular winter resorts of the South, noted for its shaded walks and drives and universally-known "Magnolia Spring Water".

Two miles beyond and thirty miles from Jacksonville we arrive at Green Cove Springs, noted for its magnificent sulphur spring, located in a wooded and picturesque hollow, and which gushes forth 3,000 gallons of water per minute, 78° temperature.

The first orange grove to be seen is from the deck of the steamer as she nears Federal Point, which is an incorporated town situated on the east bank, and from there for 100 miles the river is almost one connecting link of groves.

OCALA, Fla.

Population 6,000 — in Marion Co., the great inland commercial city of Florida, and is often called the "Brick City." In the center of Ocala is a large "Public Square" and Park, around which are located the hotels, business blocks and banks, all of modern construction, erected since 1883. Surrounding the town are beautiful residences, together with orange and lemon groves, fruit orchards and vineyards.

ORMOND, Fla.

Situated fifty miles down the coast from St. Augustine, on the line of the Florida, East Coast Railway, eighteen miles north of Mosquito Inlet, on the Halifax River.

Ormond on the Halifax could rightly be named "Ormond by the Sea"; situated on both banks of the river, its limits extend across the peninsula to the ocean, fronting the finest beach on the Atlantic coast.

PALATKA, Fla.

Hotels: Putnam House \$ 4 - 6.
Graham's Hotel \$3. — St. George.

Palatka is a city of 5,000 population; the business portion is finely laid out, and is a thriving business center; this is considered a rich farming section, and is surrounded by most beautiful orange groves. Here connection is made with steamboats for Crescent City and the famous Ocklawaha River.

Connections are also made with the J., T. & K. W. Railway; with the Florida East Coast Railway for St. Augustine, Ormond, Daytona, New Smyrna, Titusville, Rockledge, West Palm Beach and points on the Halifax, Hillsborough and Indian Rivers; with the Plant system for Interlachen, Ocala, Leesburg, Brooksville, Gainesville, and intermediate points, and also with the G. S. & F. Railroad.

PENSACOLA, Fla.

An important seaport town of 12,000 inhabitants, on Escambia Bay, founded by the Spaniards in 1696; ten miles from the Gulf of Mexico.

Principal products are: fish, wood and fruits. Two old forts; Fort St. Michael and Fort St. Bernard. *Excursion to the Navy Yard, Fort Barancas and Fort Pickens*, on Santa Rosa Island, by steamer.

PORT TAMPA, Fla.

The terminus of the Plant System, nine miles south of Tampa.

Hotel: The Inn, \$ 4.00. The great pier stretches out half a mile from the main shore. The trains run to the extreme end, where the Hotel is.

PUNTA GORDA, Fla.

Punta Gorda is situated on Charlotte Harbor, the most southern as well as the largest and deepest harbor on the south-west coast of Florida, and has a population close

to 2,500. It is now the central distributing point of the rich fruit, agricultural and cattle country which forms a semi-circle around it, embracing an almost complete radius of 200 miles. It is one of the greatest phosphate and fish exporting ports in the world. It is in the heart of the most fertile soil in Florida, rich in its timber resources, and remarkable for its abundant fruit crops, and every possible variety of garden truck — in season far in advance of any other portion of the United States. The district surrounding Punta Gorda is below the frost line. The scenery around Punta Gorda is magnificent. The temperature never goes below 40° in winter and never above 96 in summer.

ROCKLEDGE, Fla.

Noted for its orange groves. Excursion from here to Fairy Land, City Point etc. Several large hotels board from \$ 4.00 \$ 2.50 a day.

SANFORD, Fla.

Sanford, the terminus of Clyde's St. John's River Line, is one of the leading interior cities of this State. It is in direct communication with all the Northern cities by the Clyde's St. John's River Line and J., T. & K. W. Railway via Jacksonville. Southward it is the great distributing point for all parts of South Florida. It is the terminus of seven railroads, with a daily mail service north, south, east and west. Its sanitary condition is perfect, and the surrounding scenery delightful, while the many transportation routes give immediate access to the most famous natural curiosities in the State, with fine water works system, fire department, public works, churches, telegraph office & banks.

ST. AUGUSTINE, Fla.

37 miles from Jacksonville via the St. Augustine & Indian River Railway, in 1-1/2 hours; fare \$ 1.50.

At the Depot 3/4 mile from the town, omnibuses and carriages; 25 cents per passenger and each trunk, 25 cents.

Post Office, Plaza de la Constitution.
St. Augustine is one of the most attractive winter resorts in Florida connected with a romantic history. Old Spanish landmarks give an air of by-gone centuries to the place. Situated on a narrow slip of land, formed by the St. John's River, on the one side and the Atlantic Ocean on the other. The older streets are all narrow; the old Spanish houses are built in "Coquina" and have all balconies. The climate is salubrious and the sea breezes from the Atlantic Ocean warm. Its superior attractions, as regards climate, romantic scenery and hotel accommodation, have made St. Augustine the winter home of thousands. The parks and squares flourish in tropical vegetation.

TALLAHASSEE, Fla.

The Capital of Florida, 165 miles from Jacksonville, on the Florida Central & Peninsular R. R.

Excursions: to Lake Jackson, 6 miles; Lake Jumonia, 12 miles; Lake Microsuckie, 18 miles; Bellair, 6 miles; Wakulla Spring, 15 miles; the Spring is four miles from Wakulla Station, the water is of wonderful transparency in the circular basin, 600 feet in diameter.

TAMPA, Fla.

A well known winter resort, 240 miles from Jacksonville and the

terminus of the Florida Central & Peninsular R. R.

Tampa is the most important commercial center on the west coast of Florida. Population, 8000. Its cigar industry is becoming important.

TARPON SPRINGS, Fla.

Charmingly situated on the Anclote River and washed by the waters of the Gulf of Mexico. Tarpon Springs \$ 3.00.

TITUSVILLE, Fla.

A town of 2500 inhabitants, reached by the Clyde's and St. John's River Line to Sanford and Enterprise, connecting these places with the J. R. Division of the J. T. & K. W. Railway. County seat of Brevard County. The famous *Turnbull Hammock* begins on the northern edge of the town, extending for the distance of forty miles, an unbroken body of most fertile soil. Opposite Titusville is *Merritt's Island*, a long triangular island thirty miles long.

WINTER PARK, Fla.

Winter Park is situated on Lakes Osceola, Maitland, Mizell and Virginia of the main range and Killarney, Sylvan and Berry Lakes, arms of the main chain.

GEORGIA.

The aborigines of Georgia were the Cherokees and the various tribes of the Creek Confederation. In 1540 De Soto and his 600 Spaniards marched to Silver Bluff, on the Savannah, 25 miles below Augusta; they traversed the Alleghanies and entered Alabama, looking every where for gold. In 1560 Tristan de Luna and 300 Spanish soldiers marched from Pensacola to Cherokee Georgia, and opened mines which were worked for over a century.

Gen. James Edward Oglethorpe, a veteran of Prince Eugene of Savoy's staff, established Georgia as a place, where insolvents, prisoners for debt, and other unfortunates might begin the world anew, and where religious freedom should be accorded except to Catholics. Oglethorpe sailed from England in the Anne, and reached Savannah with 116 immigrants on February 1, 1733. They were well received by the Greeks and soon spread out over other localities. In 1736 John and Charles Wesley came over with parties of Methodists, in 1738 George Whitefield founded the Bethesda Home near Savannah. During the war between England and Spain, in 1739, Oglethorpe led 1000 men against St. Augustine, and was beaten off. In 1742 Don Manuel de Monteano attacked Frederica with 50 vessels and 5000 men, but was defeated by Gen. Oglethorpe and his Georgians. The onerous military duties demanded and the prohibition of slavery in 1750 worked against the success of the colony. In 1755 Gov. Sir James Wright fled, and Georgia sent

delegates to the Continental Congress; it was then a province of 70,000 people. British fleets and armies captured Savannah, Augusta and Sanbury in 1778-79. After Charleston fell, Georgia was the scene of a bitter guerilla warfare, until Gen. Greene pacified the State.

It is one of the 13 Original States. In 1803 the State ceded to the Republic 100,000 square miles, west of the Chattahoochee, and out of this imperial domain Alabama and Mississippi were formed. In 1838 the Cherokees were transported to the West. During the civil war the State suffered greatly. In 1860 Georgia had 462,198 slaves and 3,500 free negroes; in 1880 it had 725,135 free colored people. Since 1880, a rapid and healthy development has gone forward. The cotton shipments and cotton mills, the glassworks and other industries have risen to commanding proportions.

The State is named after George II, "who had graciously sanctioned a charter so liberal in its provisions, and granted a territory so extensive and valuable for the encouragement of the plantation". It is now often called "The Empire State of the South", in allusion to its rapid and enterprising industrial development.

Georgia is the largest State east of the Mississippi; its area is 59,475 square miles and it has a population of 1,837,358. 973,462 white and 863,716 colored (1890). It is situated between 30° 21' to 35° N Latitude, and 80° 48' to 85° 40' N Longitude.

AUGUSTA, Ga.

Was laid out by General Oglethorpe and named for an English Princess. It stands at the head of navigation on the Savannah River, which is crossed by a bridge leading to Hamburg, S. C. Augusta is the third city of Georgia in population, having 33,300 inhabitants.

Augusta possesses enormous water-power derived from the Augusta Canal which brings the waters of the Savannah River to the city at an elevation of 40 feet; these water-power-canals cost about three million dollars. More brown goods are made here than anywhere else in America.

Augusta receives yearly two-hundred thousand bales of cotton.

About three miles from the city Summerville is situated on high hills; the most charming view may be had from the suburb. The United States Arsenal is situated here.

Augusta is 130 miles distant from Savannah via the Central of Georgia R. R. Nine railways converge at Augusta, the most important of them being the Southern Railway.

Agents of the North German Lloyd:

John Sancken, Augusta, Ga.

ATLANTA, Ga.

The capital of Georgia has a population of 65,533.

Atlanta is situated 1,067 feet above the sea, and enjoys a cool and bracing highland climate. Numerous railways center here and have caused the charred ruins of 1865 to rise into a brilliant and beautiful modern city.

Atlanta is called the "Gate City," because it is the gateway between the Great West and the Atlantic coast.

The principal railroads are the Georgia R. R.; Atlanta & West Point R. R.; Western & Atlantic R. R.; Central Railroad of Georgia; Southern Railway Co.; and Georgia Carolina & Northern R. R. connecting Atlanta with every part of the country.

Agents of the North German Lloyd:

Ed. E. Kirby, 4 Kimball House, Atlanta, Ga.

Geo S. May, 705 Temple Court, Atlanta Ga.

ATHENS, Ga.

Situated on the bank of the Oconee River with a population of 8,639 inhabitants, is the classic city of Georgia. Among its educational institutions are the University of Georgia and the State College of agriculture. The Oconee River furnishes water-power for its manufacturing enterprises which are exceedingly large; the annual business amounting to upwards of ten-million dollars.

It is 37 miles from Atlanta and is reached by the Central of Georgia R. R.

BRUNSWICK, Ga.

Nature seems to have lavished upon Brunswick a most prodigal variety of those things which make a desirable winter resort. Its climate is equable to a remarkable degree, warm and yet not enervating, cool and yet entirely free from chilliness. Opportunities for excellent fishing and shooting seem limitless, and miles of perfect shell roads stretch out along the sea, where driving and bicycling are delights.

The town has about 8000 inhabitants and is situated 60 miles from Savannah and 70 miles from Jacksonville, on a peninsula surrounded by salt water and sheltered by outer islands.

To be reached from New York by the Penn. R. R. and S. Ry.

CARTERSVILLE, Ga.

A town on the Western & Atlantic R. R. With a population of some 3,000 inhabitants, fifty-two miles from Dalton. It is the trade center for a broad rural country.

COLUMBUS, Ga.

Is situated on the east bank of the Chattahoochee River. It has over 17,000 inhabitants and is also a large manufacturing center in the south. The river furnishes water power improved by a dam, five-hundred feet-long. The city is regularly laid out, and the residences are mostly surrounded by ample gardens.

The most remarkable buildings are the Court House, the Springer Opera House, the Presbyterian Church, Temperance Hall, etc.

Railroads: Central of Georgia; Columbus Southern; Columbus & Rome; Georgia Midland & Gulf.

DALTON, Ga.

A town of some 30,000 inhabitants at the junction of three railways. The town has historical importance as the initial point of the famous campaign of 1864. Gen. J. E. Johnston had strongly fortified the place, but the position was out flanked by Gen. W. T. Sherman and the Confederates had to evacuate the position.

Railroads: Virginia & Georgia; Western & Atlantic; Atlantic & East Tennessee.

GAINESVILLE, Ga.

On the Southern Railway, is a town of 3,200 inhabitants and the seat of Georgia Seminary and Gainesville College.

LA GRANGE, Ga.

71 miles from Atlanta via the Atlanta & West Point R. R. lies La Grange noted throughout the State for its educational establishments. It has 3,000 inhabitants.

MACON, Ga.

Macon has 22,750 inhabitants and is one of the most populous cities of Georgia. It is situated on the Ocmulgee which is here crossed by a bridge; the city is regularly laid out and well built and is embowered in trees and shrubbery. The principal buildings are the United States Building, the Court House, and the Academy of Music. Macon is the seat of the State Academy of the blind located in an imposing brick edifice.

Mercer University is a prosperous institution with a good library; the Wesleyan Female College has a wide reputation.

Macon is the center of the Central of Georgia R. R. System.

MARIETTA, Ga.

A town of 3,400 inhabitants twenty miles from Atlanta on the Western & Atlantic R. R. and has a delightful climate and is therefore a favorite health resort. It is the site of the

National Cemetery in which are buried ten-thousand Federal Soldiers.

Two and a half miles from Marietta is Kennesaw Mountain which overlooks a vast extent of country.

MILLEDGEVILLE, Ga.

The former capital of the State, on the Georgia R. R., 93 miles from Augusta. The State Penitentiary and the Georgia Asylum for the Insane are situated here. The town has 3,000 inhabitants.

ROME, Ga.

With a population of 7,000 inhabitants is the most important town of Northern Georgia situated on Coosa River on the northern highlands; it is not alone a well known trade center and cotton depot, but also a much frequented health resort.

To be reached by the Southern Railway Co.

SAVANNAH, Ga.

Savannah is reached from New York by steamers, leaving Pier 34, North River, three times a week. Time 55 hours; fare \$20.00. There are also steamers to Savannah from Philadelphia twice a week; from Boston and Baltimore once a week. The Railway connections are excellent by the Southern Railway, the Atlantic Coast Line, the Charleston & Savannah the Savannah, Florida & Western and the Central of Georgia.

Savannah is the commercial metropolis of Georgia. The city is situated on the South bank of the Savannah River, 18 miles from its mouth.

Savannah received a city charter in 1789. In 1850 it had 15,000 inhabitants; in 1890, 43,189.

In the center of Savannah is a handsome fountain, after the model of that in the Place de la Concorde, Paris, and a stately Confederate Monument stands in the new portion. Near the center of the city is Monument Square, containing a fine Doric obelisk erected to the memory of General Greene. In Monterey

Square stands the Pulaski Monument, one of the most perfect specimens of monumental architecture in the United States. The monument covers the spot where Pulaski fell during an attack upon the city while it was occupied by the British in 1779. The bronze statue of Sergeant Jasper stands in Madison Square. In Court-House Square is a Monument erected in memory of William W. Gordon, the first president of the Central Railroad & Banking Co.

In the vicinity of Savannah are some places of picturesque beauty; White Bluff, Montgomery, Beaulieu, Isle of Hope and Thunderbolt are all rural retreats on "The Salts",

where in the summer months salt-water bathing may be enjoyed.

Agents of the North German Lloyd:
H. Salomon & Sons, Savannah, Ga.

THOMASVILLE, Ga.

Thomasville, the "Garden City of the South," is situated in the very heart of the high pine section of Georgia, only twelve miles north of the Florida State line. It is one of the best known and most popular health resorts of the South.

To be reached by the Pennsylvania R. R. and Southern Railway and Central R. R. of Georgia and the Plant System.

IDAHO.

Idaho is an Indian word signifying "Gem of the Mountains," a very appropriate term for the queenly young State. It is 410 miles long, and 257 wide in the extreme south, and has an area of over 55,000,000 acres. There are 18,400,000 acres classed as mountainous, 15,000,000 agricultural lands, 7,000,000 acres of forests, 20,000,000 acres of lands, and 600,000 acres of lakes. This may be well called an imperial domain, consisting as it does, of 84,000 square miles. Idaho was admitted to the Union as a State July 3, 1890.

Idaho is in the same latitude as France, Switzerland, and portions of Italy, Spain, and Portugal. It is subject to oceanic influences very similar to those countries, and necessarily has a somewhat similar climate. All this region is near enough to the Pacific Ocean to be very noticeably affected by its currents.

The State of Idaho is divided into two distinct sections by the Salmon River Mountains. The Union Pacific System and the Northern Pacific Railway are the principal transportation companies in the state.

BOISE CITY, Idaho.

From Shoshone Station, passing westward, the next town of importance is Boise City, which is now reached from Nampa, via the Idaho Central branch of the Union Pacific System. Boise City is nineteen miles from Nampa, and has an elevation of 2,840 feet. It has a population of 7,000, good hotel accommodations,

and is a point of interest to the tourist. Boise City is the largest, wealthiest, and most attractive town in the State, with good schools and pleasant homes. It is in the center of the Idaho fruit-belt. A great many medicinal springs are to be found within the immediate neighborhood of Boise City, easy of access, and possessing many charms, both of water and scenery.

The streets are wide and clean, and have good crossings, and the dense growth of shade trees on each side of all the streets makes the avenues delightfully shady and pleasant. The business part of the town is substantially built with brick and stone, a city ordinance forbidding the erection of wooden buildings within certain limits.

Five miles above Boise City, up the Boise Valley, are a dozen or more hot springs. Some are boiling hot, while others are moderately warm. The drive to the springs is through a thickly settled portion of the suburbs of the city, studded on either side by beautiful orchards and groves, laden at the proper season with the most delicious fruits. The United States penitentiary is passed a quarter of a mile to the left, when we soon come near the river bank, where a bluff two miles or more in length forms the immense stone quarries that furnish building material for Boise City and Southern Idaho. We next reach the large farm and stock ranch which belongs to the springs property, the springs lying in a large cove or gulch to the right.

a portion of the water falling over thirty feet in height, forming a picturesque appearance, causing admiration and astonishment to the beholder. This is one of the loveliest drives out of Boise City, and a place of great resort for the people of the city and visitors who come to the capital.

BURKE, Idaho.

M. U. R. Cœur d'Alene Branch. Population 900, has eight stores, two public halls, one hotel, etc. Mining is the chief industry. the Tiger and Poorman mines and their concentrators being located here. Other mines are being rapidly developed.

CLARK'S FORK, Idaho.

N. P. R. L. S. D. Population 150, is surrounded with timber and agricultural lands. Lead and silver in surrounding mountains. Located three miles from mouth of Clark's Fork River. Two stores, one hotel, saw and shingle mills, water power, etc. Fine white fish, speckled and salmon trout fishing.

CŒUR D'ALENE CITY, Idaho.

M. U. R. Ft. Sherman Branch. Population 800, is in Kootenai county, beautifully situated on Lake Cœur d'Alene. It is growing rapidly, and now has four general merchandise stores, one graded school, one hardware store, two hotels, four churches, a saw mill, shingle mill, weekly paper, water-works plant, etc. This is the chief shipping point to the Cœur d'Alene mines, connection being made with the Ft.

GENESEE, Idaho.

M. U. R. Palouse & Lewiston Branch. Population 1,300, is the present terminus of the Palouse branch. It has two hotels, eleven stores, two banks, flour mill, electric lights, graded schools, four churches, three livery stables, seven elevators (which handle one million bushels grain per year), cigar factory, brewery, four saloons, three lumber yards, blacksmith shops, two newspapers, etc. The country surrounding is very productive and well adapted to the raising of fruits and vegetables

of all kinds, wheat, flax, oats, barley, hay, etc. Four miles distant is the Nez Perce Reservation, which is one of the productive farming countries in Idaho, and is a very fine fruit country. It is shipping point for a large number of cattle and hogs.

GREAT SHOSHONE FALL, Id.

It is a three hours' run from Pocatello to Shoshone Station. From Shoshone to the Falls is twenty-four miles, and the method of travel is either by stage-coach or private conveyance. Good teams there are in abundance, and the distance is made in three and one-half hours. But after one has driven the allotted time, there are no signs of the Falls; the same desert stretches around, and a purple mountain chain in the far south seems to be the ultimate goal. Within the last mile or so a few lava ridges have sprung up, and passing suddenly around one of these, we find ourselves in a natural gate, and there below, a sheer 1,200 feet, lies the Snake River, and then we hear for the first time the music of the Falls. A steep road brings us down to the ferry. The water here, 200 yards above the Falls, is over 200 feet deep, and of a greenish color. The ferry is a very substantial affair, worked by an under-water wire cable, and another safety wire cable above, reaching from bank to bank. The cosy hotel is all that could be desired in cuisine and menage, and at the very door one stands and looks down at the Falls. Shoshone differs from every other waterfall in this or the old country. It is its lonely grandeur that impresses one so deeply; all of the other historic places have the adjuncts of civilization, and one is almost overshadowed by a city while in their presence. The encroachments of men have taken away from the charm of Nature. But Shoshone is as lonely as when first this rushing river sprang through those towering canon walls. The height of the chasm above and below the Falls varies from 1,050 to 1,000 feet, and there is eighteen miles of this gorge. The fall proper measures 950 feet across, and the Bridal Veil, which is

only a few yards back of the great fall, 125 feet. Down through this appalling rent the river plunges, takes a flying leap of eighty-two feet at first, and then falling thunderously 210 feet into the boiling basin below. It is three miles up the river to Twin Falls; six miles to Blue Lake, a charming bit of water seventy-five feet deep and as clear as crystal; one-half mile to the Vaulted Dome; one-half mile to the Locomotive Cave; a mile and a quarter to the lower Cascade Falls, and one and one-half miles to the Devil's Corral. The hotel is situated on the bank over-looking the Great Falls, not twenty feet from the brink, and affords a view of Bridal Veil, Bridal Train, Natural Mill Race Falls, Eagle Rock, and Bell's Island.

HAILEY, Idaho.

Hailey is situated just where Quigley and Croy gulches unite with the Wood River Valley, the junction affording a fine view in four directions, embracing well-cultivated ranches, and ending with the foothills. It is reached by the U. P. R. R. The climate is mild and even, and the roads, stretching away on all sides, are perfect. The mines at Hailey possess much of interest to the tourist, and a good hotel furnishes accommodations.

One-and-a-half miles from Hailey are the famous Hailey Hot Springs. The ride or walk thither is very pleasant, leading through a picturesque little valley, and the location, in a lovely glen in sight of several rich mines, is very pleasing. Large volumes of water of a temperature of 150°, and containing sulphate of soda, iron, magnesia, sulphur, and other desirable ingredients, are found in scores of springs. Commodious swimming-baths are provided.

The largest hospital of Alturas County is near. A two-mile drive from Hailey takes the tourist to the beautiful valley of Croy Gulch, with an altitude of about 5,300 feet. The Bolton Hot Springs, five miles from Hailey, are also very efficacious in relieving and curing rheumatism. Bellevue, five miles south of Hailey, is a pretty little town.

HAUSER JUNCTION, Idaho.

N. P. R. L. S. D. This is the junction point with the Fort Sherman Branch, running to Coeur d'Alene City, where connection is made with the Coeur d'Alene Branch of the Northern Pacific Railway for all the principal points in the mines of the Coeur d'Alene district. Fine trout fishing near. Large hay and wool shipments.

HOPE, Idaho.

N. P. R. L. S. D. Population 300, on the north shore of Lake Pend d'Oreille, is principally noted as a resort for summer tourists. Good boats and guides at reasonable rates. Hotel charges, \$14 per week. Hope has three hotels, four general stores, school, lumber yard, etc. Steamers make daily trips to all points on the lake. The hunting is unexcelled, large and small game being found in abundance. The lake supplies the very best of game fish. The change from "Mountain" to "Pacific" New Standard Time is made here. This is the junction of the Rocky Mountain and Idaho Divisions.

JULIAETTA, Idaho.

M. U. R. Palouse & Lewiston Branch. Population 300, is situated in the center of Latah County, one of the finest grain counties in the west, has three general stores, one hotel, bank, brewery, three grain warehouses, one flour mill, fine public school, two churches, weekly newspaper.

KENDRICK, Idaho.

M. U. R. Palouse & Lewiston Branch. Population 900, has nine stores, one bank, flouring mill, one sash and door factory, three grain warehouses, one elevator, two churches, two hotels, harness shop, two weekly newspapers, electric lights, water-works, and a brick-yard. Geographical center of 65 square miles of some of the finest fruit and farming land in this section.

KETCHUM, Idaho.

Ketchum, a rapidly growing town of about 400 to 500 people, lies thirteen miles north of Hailey, and

is beautifully situated at the head of the Wood River Valley. It is reached by the U. P. R. R. At Ketchum, Wood River is as clear as crystal and rich in the finest of mountain trout. The vicinity surrounding affords good hunting, and elk and bear abound. The mines round about Ketchum are large and will well repay inspection. The Guyer Hot Springs, two miles by stage from Ketchum, are noted for their medicinal waters, and are of high repute throughout the neighboring country. There are many objects of interest, both for the tourist and pleasure-seeker, in and about Ketchum. The scenery is beautiful and the climate all that could be desired.

LEWISTON, Idaho.

M. U. R. Palouse & Lewiston Branch. Oldest town in State, the county seat of Nez Perce County, is situated at junction of Snake and Clearwater rivers, five miles from western boundary of Nez Perce Indian Reservation, which is now open to settlement. Is but ten miles from Uniontown, where stage makes trip continuous to Lewiston; fare, \$1. The Nez Perce Reservation, now thrown open, together with a very extensive farming country and fruit land, lies tributary to the Palouse Country and depends very largely upon it for supplies. Lewiston has a population of 2,600, two National banks, one flouring mill, one chop mill, planing mill, waterworks, electric lights, two saw mills, four hotels, fifty stores, five livery stables, United States land office, State Normal School, opera house, water power, etc.

MISSION. Idaho.

M. U. R. Cœur D'Alene Branch. Is the transfer point between the boats and railroad.

MOSCOW, Idaho.

M. U. R. Palouse & Lewiston Branch. Population 3,000, is the county seat of Latah county, has three hotels, three banks, thirty-five general stores, two jewelry stores, three drug stores, three restaurants, nine churches, State University, Agricultural College and experiment

station, two public school buildings, town hall, water-works, telephone exchange, electric-light plant, planing mill, and factory, livery, stables, etc. The main line of the Palouse runs through Moscow to Juliaetta. Surrounding country very rich farming country. Valuable opal mines are near by, also gold placer mines in adjacent mountains.

MULLAN, Idaho.

M. U. R. Cœur d'Alene Branch. Population 500, has three general merchandise stores, two hotels, town hall, two livery stables, hardware store, drug store, church, school, book store, planing mill, lumber yard, water-works, electric lights, etc. Mining is the chief industry. The Gold Hunter and Morning mines and their concentrators are located here.

OSBORN, Idaho.

M. U. R. Cœur D'Alene Branch. Population 200, located on the south fork of the Cœur d'Alene River, has two hotels, planing mill, school, church, two stores, etc. "The Knickerbocker", "Nellie". "Mineral Point", and "Killbuck" mines, all valuable properties, are located here and being rapidly developed.

POCATELLO, Id.

A railroad town of 5000 inhabitants, lacking any particular charm of scenery or environment, but is recommended by the Union Pacific as a very convenient point for headquarters, while "doing" Idaho and Montana. The Pacific Hotel, near the station, has a good reputation.

POST FALLS, Idaho.

M. U. R. Ft. Sherman Branch. Population 600; situated on the north bank of Spokane River, which furnishes excellent water power. It has sash and door factory, saw mill, flour mill (roller), shingle mill, woolen mill, five stores, creamery, hotel, school, two churches, water works, etc., surrounded by valuable mining and lumber district. Over \$125,000 expended in improving and developing water power. Game: Prairie chicken, pheasant and ducks.

Excellent trout fishing. Shipments: Lumber, flour and grain.

RATHDRUM, Idaho.

N. P. R. L. S. D. Has a population of 500; water works, two hotels, eight stores, court house, three churches, two halls, two newspapers, school, saw mill, and a brewery. Stock constitutes the principal shipment. Game and fish abundant.

SAND POINT, Idaho.

N. P. R. L. S. D. Population 375, is situated on Lake Pend d'Oreille. The surrounding country is heavily timbered. Has four stores, hotel, lime kiln, box and barrel factory, saw and shingle mill, etc. This is the shipping point for the upper Kootenai country. Trout fishing unexcelled, and game plentiful.

SODA SPRINGS, Id.

This famous resort has become well known to tourists only within the past few years. The new hotel, the Idanha, elegant and commodious, meets all requirements for ease and comfort, while the sanitary effects of the waters are incomparable.

Soda Springs has an elevation of 5,780 feet above sea level.

There are trains by way of Pocatello or Granger; and through passengers may reach it from the east or west. The temperature is beautifully even and mild in summer.

There are thirteen springs within a radius of half a mile from the hotel. The first one, 200 feet from the hotel, bubbles from the top of a conical mound. Swan Lake, six miles east, is a beautiful sheet of water of unknown depth. Formation Springs, five miles northeast, shows some curious effects of lime deposit, petrifying moss, leaves, and twigs perfectly. Hooper Spring, one and one-half miles distant, is a beauty; but all pale into insignificance before

the Mammoth Spring. This is five miles from the station. The road leads one to a level stretch of prairie covered with waving grass rimmed in by foothills. One walks to the very margin of the spring before it is discovered, so completely is it hidden; and there within a circle of a few yards a dozen springs form a pool. The water is intensely blue and very deep.

VOLLMER, Idaho.

M. U. R. Palouse & Lewiston Branch. Population 500, six stores, two hotels, graded schools, two newspapers, and town hall. Center of large lumber and wheat districts.

WALLACE, Idaho.

M. U. R. Cœur d'Alene Branch. Population 2,500, has thirty-seven stores, four hotels, two livery stables, bank, newspaper, electric-light and water-works plants, brewery, one bottling works, and two lumber yards. The Northwest Milling and Sampling Co. have large sampling works at this point. The shops of the Cœur d'Alene Branch are located here.

WARDNER, Idaho.

M. U. R. Cœur D'Alene Branch. Population 1,000, has one church, school, hotel, public hall, several stores, etc. It is the diverging point, and only one and one-half miles from Wardner, at which place are located some of the principal silver and lead mines of the Cœur d'Alene district, notably, the Bunker Hill, Sierra Nevada, "Stemwinder", Emma and Last Chance consolidated, and Sullivan. The output of concentrated and crude ores from this point reaches 100 tons daily. Four concentrators give employment to hundreds of men. Wardner is the principal supply point in the mines for prospectors.

ILLINOIS.

In 1673 Father Marquette, the famous missionary, and Louis Joliet, a Canadian fur trader, crossed Wisconsin by the Fox and Wisconsin Rivers, and descended the Mississippi, being the first white men to see Illinois, whose people welcomed them with the peace-pipe. In 1680 La Salle and Hennepin founded Fort Crève-Coeur on the Mississippi, and an important commerce between the inhabitants of its valley and the Corderers of the great lakes was established. The French Colony had its government first in Quebec, and then in New Orleans. In 1763 Illinois was ceded to England. After the Revolutionary war Illinois became a part of the Northwest Territory. In 1809 the territory of Illinois was organised, including Wisconsin, Michigan and Minnesota. The population at that time was about 12,000 of white color. In 1818 Illinois was admitted as a State. Since that time there has been a great development, especially of the metropolis Chicago, numbering now nearly 2,000,000 inhabitants. In the great civil war Illinois sent out for the freedom of all men no less than 156 regiments of infantry and 17 of cavalry and 33 batteries, numbering 259,092 men. The population was in

1860:	1,711,951
1870:	2,539,891
1880:	3,077,871
1890:	3,826,351.

ALTON, Ill.

A manufacturing town with 10,294 inhabitants, on a plateau overlooking the Mississippi, three miles above

the confluence of this river with the Missouri. Lime and building-stone are largely exported, it has a good river navigation and is well connected by several railroads all over the country. There are a great many churches and also a bishopric, since 1868 with a Roman Catholic Cathedral. — *Railroads:* C. & A.; St. Louis, Alton & Springfield.

AURORA, Ill.

A manufacturing town and railroad center, south-west of Chicago, has 19,688 inhabitants and is said to have been the first city that lighted its streets with electric light in 1881. It was the first town to open a free public school.

BELLEVILLE, Ill.

A thriving town about 17 miles from East St. Louis.

BLOOMINGTON, Ill.

A handsomely built town of 20,484 inh. with many manufactoryes and educational institutions. Amongst the most prominent is the "Illinois Wesleyan University" (Methodist) with 200 students and a library of 15,000 volumes. The Major Temale College and a Female Seminary are worth naming. It also has many fine edifices. Near Bloomington, at Normal, the *State Normal University* was founded, it has 16 instructors and 720 students. *Railroads:* Chicago Burlington and Northern; C. C. C. and St. Louis; I. C.; L. E.

CAIRO, Ill.

At the confluence of the Ohio and Mississippi, has 10,324 inh.; the stopping point for steamers but is not of any consideration having not fulfilled the expectations set thereon. During the civil war Col. Yates garrisoned it and made it a depot of supplies. — Railroads: C. C. C. & St. L.

CENTRALIA, Ill.

A junction point of several railways, with a population of 4,763, a thriving town with factories, coal-mines and large fruit cultivation.

CHAMPAIGN, Ill.

A town of 5,838 inh. at the intersection of the Cleveland, Cincinnati, Chicago and St. Louis R. R. There are the *Illinois University*, a female academy and a public library.

CHICAGO, see page 104.

DECATUR, Ill.

North of Springfield, has a population of 16,841 souls, was the first place in which the Army of the Republic was mustered, in April 1866 by Major Stephenson, the comrades then numbering twelve, now they amount to 40,000; the Silver Anniversary of the event was commemorated in 1891 by a National Memorial Hall, a storehouse of records and curiosities, a temple of patriotism. *The Soldier Home* has 900 inmates, living in pretty cottages. — Railroads: I. C.; Indianópolis, Decatur & Western; Wabash.

DUQUOIN, Ill.

A flourishing city, with a population of 4,052, chief market-place for Illinois tobacco; coaling mining is carried on extensively; cotton growing, fruit raising and general agriculture; terminus of the St. Louis R. R.

ELGIN, Ill.

A very busy town with 17,823 inhabitants, it has all kinds of factories, especially "Watch Works", many fine churches and an Insane Infirmary.

EVANSTON, Ill.

On Lake Michigan, a pretty place for excursions from Chicago and

has Norwegian, Danish and Swedish theological schools; *Northwestern University* organised by Methodists in 1855.

EAST ST. LOUIS, Ill.

is a growing town with many industries, it belongs more to St. Louis (Mo) than to Illinois, and is connected with the latter city by the splendid *Eads Bridge*.

GALENA, Ill.

On the top of the Fevre Bluffs, an important lead-mining town with 5,685 inh. in the northwestern part of the state. There is a fine statue of General Grant here. — Railroads: C. B. & N.; C. & N. W.; I. C.

GALESBURG, Ill.

Situated in the midst of a rich farming country, with 15,264 inhabitants; the seat of *Knox College* and *Lombard University*, both admitting lady-students. Railroads: Chicago, Burlington & Quincy; Chicago, St. Fé & California.

JACKSONVILLE, Ill.

On the Wabash Line, at the intersection of several railroads, it has 10,740 inhabitants, is the seat of the State Institution for the Education of the Deaf and Dumb, institutions for Blind, Insane and feeble-minded and a high school for Woman. — Railroads: Chicago Burlington and Northern; Jacksonville and S. E.; Wabash.

JOLIET, Ill.

40 miles south west of Chicago, on the Des Plaines River, has a population of 23,364 inh. It is the principal shipping point for the products of the surrounding country, has large quarries of white and blue limestone. — Railroads: C. B. & N.; C. R. I. & P.; C. St. Fé & Cal.; Michigan Central.

KANKAKEE, Ill.

Nicely situated on the Kankakee River, a tributary of the Illinois, an important manufacturing town and many quarries of limestone. The *Insane Asylum* is one of the largest establishments on the village system. The town has a population of 9,025. — Railroads: C. C. C. & St. Louis; I. C.

MOLINE, Ill.

On the east bank of the Mississippi, a thriving town of 13,634 inh. with many factories, and is surrounded by a country rich in coal.

MONMOUTH, Ill.

Situated in a beautiful prairie with 4936 inhabitants; seat of the *Theological Seminary* of the North-West and *Monmouth College*, noted for their educational advantages.

OTTAWA, Ill.

An important railway center on the Illinois river, where the Fox river empties into it, and on the Illinois & Michigan Canal. The Fox river has a fall of 29 ft, affording an immense water-power which is extensively used in manufactures. There are several grain-elevators, and large quantities of wheat and coal are shipped from here. The city has more than 10,000 inh., is handsomely built and lighted with electricity. The State Court-House, in which the Supreme-Court of the northern division of the State is held, and the County Court-House are the most prominent public buildings.

PEORIA, Ill.

41,024 inhabitants, situated on beautiful Lake Peoria, has many fine public buildings, large elevators, important manufactures, a great export trade in corn and oats. — *Railroads*: C. B. & Q.; Ch. R. I. & P.; C. C. C. & St. K.; Iowa Central; J. & S. E.; L. E. & W.

Agents of the North German Lloyd:

Germ. Amer. Nat. B'k, Peoria, Ill.

QUINCY, Ill.

A handsome town on a limestone bluff above the Mississippi, with 31,494 inhabitants. It was founded in 1822, has many new public buildings, a large industry in flour-milling, as well as in meatpacking etc. There are several parks and cemeteries and large Fair Grounds of

about 80 acres. It is the center of three railway-lines. *Railroads*: Chicago, Burlington and Quincy; Wabash; Chicago, Pekin and S. E.; Illinois and St. Louis; Louisville and Nashville.

ROCKFORD, Ill.

On both sides of Rock River, a busy manufacturing town; there are iron foundries, machine-shops, agricultaral implements, breweries woolen-mills, with a population of 13,584. — *Rockford Seminary* serves the educational interests of the town; it is a railway terminus of the Chicago and N. W. R. R. and headquarters of the Third Infantry. — *Railroads*: Chicago & Iowa; C. M. & St. P.; I. C.

ROCK ISLAND, Ill.

A flourishing town of 13,634 inhabitants, with large factories on the Mississippi, the terminus of the Michigan and Mississippi Canal. It takes its name from an island in the river, where there is a State Arsenal. — *Railroads*: C. B. & Q.; C. M. & St. P.; C. R. I. & P.

SPRINGFIELD, Ill.,

The capital of Illinois since 1837 and lies in a rich farming and coal-mining country, south of the Sangamon River. It has been called "the *Flower Garden*" by reason of its beauty and surroundings; it is a beautifully built town with many factories and 24,963 inh. The *State Capitol* is a splendid building. In *Oak Ridge Cemetery*, 2 miles north of the town is the burial place of Abraham Lincoln with a beautiful monument, erected by the Lincoln Monument Association. Near Springfield, is *Camp Lincoln*, The *State Camp of Instruction*, troops are often stationed there for military duty, they have often rendered valuable services in time of riot and strikes. — *Railroads*: C. & A.; I. C.; St. L. & C.; Wabash.

WAUKEGAN, Ill.

On the boundary line of Wisconsin; a summer-resort and export town. — *Railroads*: C. & N. W.; Waukegan & S. W.

CHICAGO.

Map of Chicago: An elaborate map of Chicago is added to the description of the City.

Railroad Depots. Chicago is the center of 76,865 miles of railroad. Seven terminal depots accommodate the trains of thirty-five different companies, and about 100 way-stations within the city limits provide for the convenience of local passengers. The Union Depot, Canal Street, used by the Pittsburg, Fort Wayne & Chicago, the Chicago, Burlington & Quincy, Chicago, Milwaukee & St. Paul, and other railroads; the depot of the Michigan Southern and Rock Island roads, Van Buren Street; that of the Chicago & North-Western, Wells and Kinzie streets; Dearborn Station, Dearborn and Polk streets, and the Grand Central Depot, are among the most prominent buildings in the city.

The following list of some railways, depots, and ticket offices will be found useful:

Baltimore & Ohio. Grand Central Depot, Fifth Avenue and Harrison Street. City ticket office, 193 Clark Street.

Chicago & Grand Trunk. Depot, Polk Street and Third Avenue. General office, Monadnock Building, cor. Jackson and Dearborn streets. Central ticket office, 103 Clark Street.

Chicago, Burlington & Quincy. Union Depot, Canal and Adams streets, West Side. City ticket office, 211 Clark Street. Quincy Building

Cleveland, Cincinnati, Chicago & St. Louis ("The Big 4"). Illinois Central Depot, foot of Lake and Randolph streets. Central ticket office, 234 Clark Street.

Chicago, St. Louis & Pittsburg. Union Depot, Canal and Adams streets.

Louisville, New Albany & Chicago ("Monon Route"). Depot, Polk Street and Third Avenue. General offices, 198 Customhouse court. City office, 73 Clark Street.

Michigan Central. Depot, foot of Lake and Randolph streets. General office 119 Adam street.

Union Pacific. City ticket office, 191 Clark Street.

Wisconsin Central Line. Grand Central Depot, Harrison Street and Fifth Avenue. City ticket office, 205 Clark Street.

Twenty-eight railroads, operating forty systems, with nearly 40,000 miles of road, converge and center in Chicago, thus making it the greatest railroad city of the world. Two hundred and sixty-two through, express, and mail trains arrive or leave each day. In the same period, 660 local, suburban, or accommodation trains arrive or depart; 274 merchandise freight trains, and 164 grain, stock, and lumber trains reaching Chicago or leaving it in every twenty-four hours; thus making a grand total of 1,360 as the average daily movement of all classes of trains, an aggregate reached by no other city in the universe.

Koelling & Klappenberg

CHICAGO

101-102 RANDOLPH ST.

gegenüber dem Schiller-Theater.

Grösste Deutsche Buchhandlung

im Westen

FÜHRER * KARTEN * ANSICHTEN

* * REISE-LEKTÜRE in grösster Auswahl

Schreibmaterialien

FOUNTAIN PENS.

59

THE VIADUCT RESTAURANT, WINE and BEER HALL

Furnished Rooms with or without Board

28 Dearborn Avenue.

61

BERNHARD GOHRBAND, Prop.

CHICAGO.

CARL BUNGE

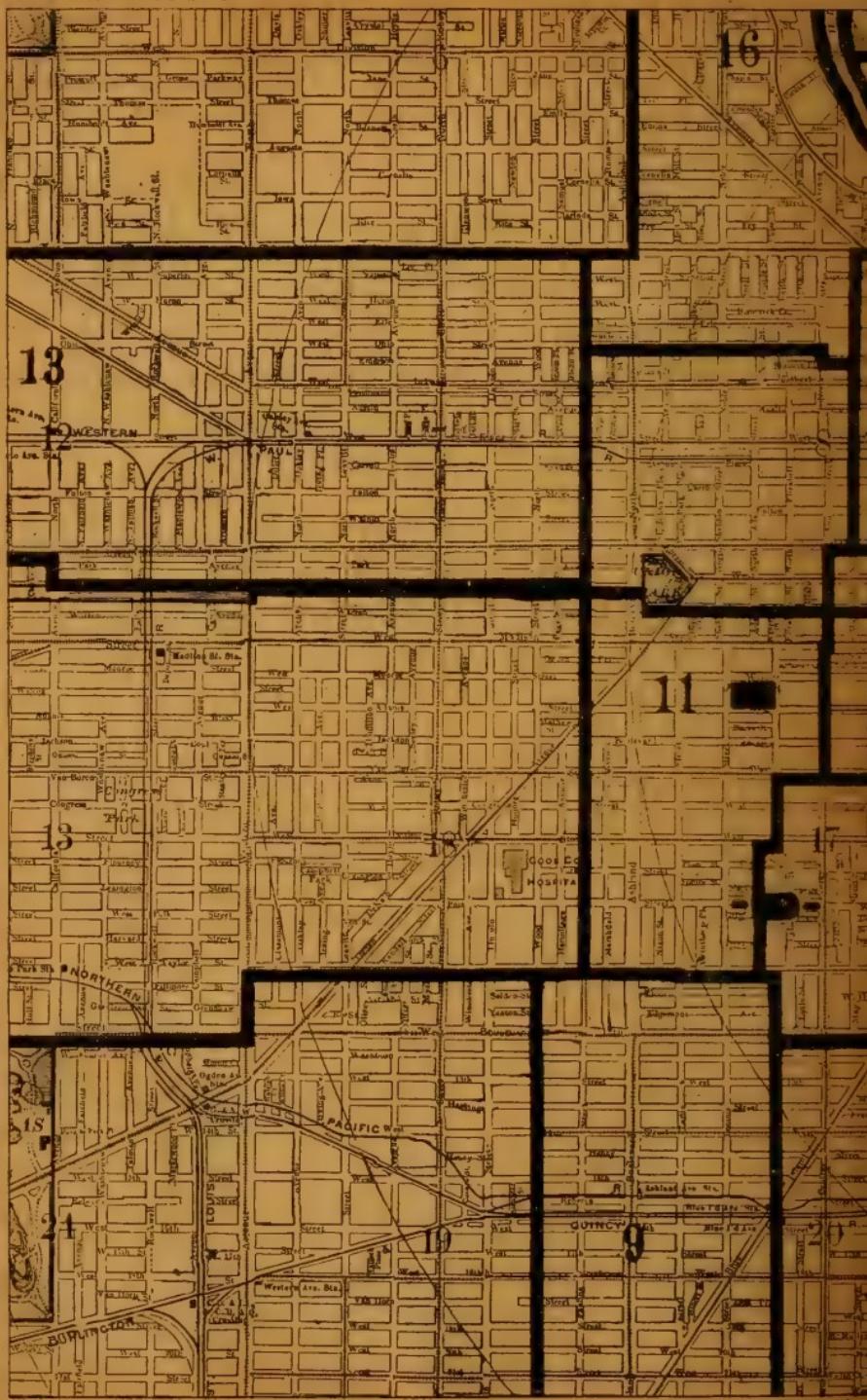
Leader of the famous

61

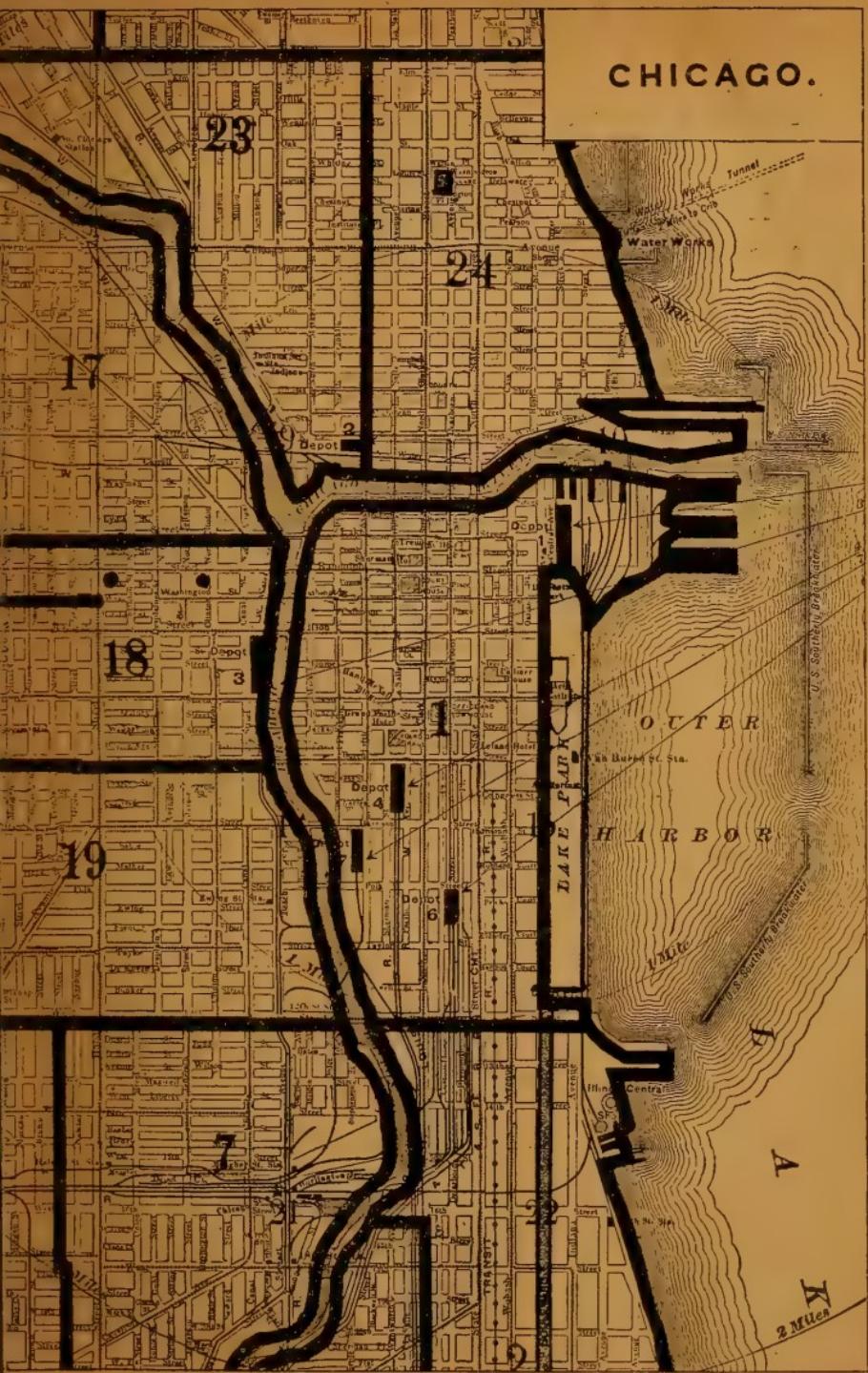
Northside Turnhall and

Bismarck Garden-Concerts.

CHICAGO.



CHICAGO.



WALKER & Co.

COMMISSION MERCHANTS.

Grain Provisions, Stocks, Bonds

Investment and Securities.

71

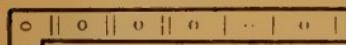
MEMBERS of the NEW YORK STOCK EXCHANGE.

„ „ CHICAGO BOARD OF TRADE.

„ „ CHICAGO STOCK EXCHANGE.

21 Pacific Avenue,

CHICAGO.



FRIEDRICH's RESTAURANT

415 NORTH CLARK STREET

and

1357 NORTH CLARK STREET.

CHICAGO.

Best well known Restaurants on the North Side.

60

Established since 1886.

Mrs. M. FRIEDRICH.

GEORG E. FRIEDRICH jr.



BAGGAGE TRANSFERS AND DELIVERY.

Various thoroughly reliable companies, at moderate charges, will convey baggage from or to the depots, or to any city address. The Frank Parmelee Company is to be found at any depot, or Brink's City Express reached by inquiry of a hotel clerk.

Outgoing Baggage. When you get ready to leave the city, an expressmann will call at your house and take and deliver your baggage at any station for from 25 to 50 cents a piece. Parmelee's Express Company will check your baggage at the house to your destination in any part of the contry, so that you need have no trouble with it at the railway station; but you must have bought your railway ticket in advance, and must pay 10 cents additional for the accommodation.

Rates of Fare for Hacks, Cabs, and Other Two-horse Vehicles. For conveying one or two passengers from one railroad depot to another railroad depot, \$1. For conveying one or two passengers not exceeding one mile, \$1. For conveying one or two passengers any distance over one mile and less than two miles \$1.50. For each additional two passengers of same party or family, 50 cents. For conveying one or two passengers in the city any distance exceeding two miles \$2. For each additional passenger of the same party or family, 50 cents. For conveying children between five and fourteen years of age, half the above price is charged for like distances; but for children under five years of age no charge is made—provided that the distance from any railroad depot, steamboat landing, or hotel to any other railroad depot, steamboat landing, or hotel, is in all cases estimated as not exceeding one mile. For the use by day of any hackney coach or other vehicle drawn by two horses or other animals, with one or more passengers, per day, \$8. For the use of any such carriage or vehicle by the hour, with one or more passengers, with the privilege of going from place to place, and stopping as often as may be required,

as follows: For the first hour, \$2; for each additional hour or part of an hour, \$1. Every passenger is allowed to convey upon such vehicle, without charge, his ordinary traveling baggage, not exceeding in any case one trunk and twenty-five pounds of other baggage. For every additional package, where the whole weight of baggage is over one hundred pounds, if conveyed to any place within the city limits, the owner or driver is permitted to charge 15 cents.

Omnibus and Baggage Transfer Rates. Omnibuses run between all the depots and to all the principal hotels, connecting with all passenger trains. The rate of fare to or from any depot or hotel is 50 cents, payable in exchange for a ticket to the agent on the train or to the collector in the vehicle. The price charged by the same company (Parmelee's) for transferring baggage to or from any train, and to or from any place within the city limits, is 50 cents for the first piece and 25 cents for each piece additional.

Rates of Fare for Hansom Cabs and Other One-horse Vehicles. The price or rates of fare for cabs or other vehicles drawn by one horse or other animal for the conveyance of passengers for hire, is not more than as follows. One mile, or fraction thereof, for each passenger for the first mile, 50 cents. One mile, or fraction thereof, for any distance after first mile, for one or more passengers, 25 cents. For the first hour, 75 cents. For each quarter-hour additional after first hour, 20 cents. For service outside of city limits and in the parks, for the first hour, \$1. For each quarter-hour additional after the first hour, 25 cents. The provision regarding amount of baggage allowed free, and rates of charge for excess, is the same as in the Hack Ordinance.

HOTELS.

We may recommend "the Wellington" as a strictly first class European Hotel, corner Wabash Avenue and Jackson Street in the heart of the city; this Hotel is noted for its fine cuisine. Rooms \$2.00 upward.

Furnished Rooms. Private lodgings or "furnished rooms", as the Chicago phrase goes, are preferred to a hotel by many persons, and in some respects are to be recommended. A list of advertisements is to be found in any of the daily papers, while an advertisement inserted by any visitor will produce a host of replies, from which selection can be made after inspection and discussion of terms. This is by far the best method to pursue in this respect.

Boarding Houses. These are to be obtained in the same manner as furnished rooms. The prices vary from \$6 for the cheapest to six times that amount per week, accord-

ing to location, cuisine, and accommodations.

Baths. At every hotel, and in all of the larger barber shops in Chicago, a bath may be obtained, either hot, cold, or shower, with soap and towels, uniform price 25 cents. Russian and Turkish baths are numerous, the principal ones being at the Palmer House, Monroe and State streets; Grand Pacific Hotel, Clark and Jackson streets; Mc Coy's Hotel, Clark and Van Buren streets; and Hotel Brevoort, 143-145 Madison Street.

Restaurants. Few cities are better supplied with restaurants and eating houses of every description than

The Wellington.

A strictly First Class European Hotel. Noted for its Cuisine.

Every modern Improvement.

Situated on the Boulevard System. Connecting all the Parks and within four to six blocks of the Retail Centre, Theatres etc. etc. Rates from Doll. 1.00 upwards.

65

JACKSON BOULEVARD and WABASH AVENUE.

Only half block from Adams Elevated R. R. Station.

· · · · · CHICAGO · · · · ·

Albert S. Gage, President.

Gage Hotel Company.

Chicago. They are to be found in every street and vary from the excellence of cuisine to be found at the Wellington to the 5 cent "beaneries". Besides the restaurants of the principal hotels, we may name a few other places:

Bismarck Hotel and Restaurant. Randolph Street $\frac{1}{2}$, block west of the City Hall; no traveler should miss visiting the splendidly decorated restaurant, the rendez-vous of Chicago's prominent society. The place is built like a German beer-palace, the cooking is excellent, special reputation for imported beers and wines. It can safely be recom-

mended as one of the best restaurants in the United States.

Cheaper places but well recommended are Friedrich's Restaurant, 415 N. Clark Street and 1357 Clark Street.

The Viaduct, 28 Dearborn Avenue. Hubert Bros., 111 Madison Street, good German cooking.

Ladies are not supposed to go to the chop houses. Their favorite luncheon places, when shopping, are at the magnificent restaurants provided in the large stores. Especially favored by the fair sex are the restaurants provided in large depart-

ment stores, such as Marshall Field & Co.'s, Mandel's, Carson Pirie's, The Fair, and Siegel, Cooper & Co.'s. Many restaurants specially reserve seats for ladies, and so announce on signs at their doors.

Bars: Among the many barrooms, which are to be found in every Street by scores, we may call the attention of the traveler to Otto Baumgarth's Saloon 1155 Lincoln Avenue, corner School Street. Jos. Scheubert, 551 S. Halsted Street, Importer of Rhine and Mosel wines; good German cooking.

Druggists: There is a pharmacy in nearly every block. The Pharmacy of Mr. R. E. Rhode, dispensing chemist at 504 North Clark Street is highly recommendable for trustworthy and quick service.

Booksellers and Stationers: A very reliable house is the one of Koelling & Klappenbach 100 and 102 Randolph Street.

For lovers of the weed we recommend Max Blumenthal, manufacturer of high grade Havanna Cigars, 94 Dearborn Street, special brand: Flor de Bismarck.

Banks and Bankers: There are many good banks and bankers in Chicago. A commission house of high standing is the firm of Walker & Co., 21 Pacific Avenue.

Foreign Consuls in Chicago: Following a list of the various consuls located in the City, useful in many respects to tourists:

Argentine Republic, P. S. Hudson, 134 Vanburen.

Austria-Hungary, Dr. F. Freiesleben 1637 Michigan av.

R. E. RHODE DEUTSCHE APOTHEKE

504 NORTH CLARK STREET, CHICAGO.

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Belgium, Charles Henrotin 108 Lasalle.
Denmark, Andrew Peterson: La Fayette Bldg.

France, Eugene Thiebaut, Consul, 59 Clark; J. Gabriel Vieilhomme, Chancellor.

German Empire, Karl Bünz, Schiller Building.

Great Britain, A. G. Vamittart, Consul, Pullmann Bldg.

Italy, Count Anthony L. Rowadowski, Consul.

Mexico, Felipe Berriozabal, Jr., Consul, 4009 Drerel Blvd.

Netherlands, Geo. Birkhoff, Jr. Consul, 85 Washington Street.

Russia, Baron A. A. Schlippenbach, 56, 5th ave.

Sweden and Norway, John R. Lindgren, Vice Consul, Lasalle corner Lake.
Switzerland, A. Holinger, Consul, 105 Washington.

Turkey, Charles Henrotin, Consul, 108 Lasalle.

Spain, T. Gimenez, Consul, Rendfost Hotel.

SOME GENERAL FACTS CONCERNING THE CITY OF CHICAGO:

Chicago is situated on the southwest shore of Lake Michigan in latitude 41° 53', 6.2" N. and longitude 87° 30', 1.2" being 911 miles from New York and 2,417 miles from the Pacific Ocean.

The city has a lake frontage of about twenty miles. Its mean elevation is 25 feet above Lake Michigan and 582 feet above mean sea level. But sixty years old, it is, in point of population, the second city of the United States and has the title of "The Phoenix City of the West", "The Garden City" "The Windy City".

From the lake, at Water Street, the Chicago River extends west about a half a mile to Canal Street, where

it divides into two branches, one extending in a northwesterly direction through that portion of the city, and the other southward, for about a mile and a half, to Fourteenth Street, where it makes a sweep to the westward as far as Bridgeport, among the lumber yards. Here it again divides into two unimportant secondary branches (reaching one west and one south), and empties itself into the Illinois and Michigan Canal, through which it is united with the Des Plaines River.

Thus, the main stem of the Chicago River divides the eastern portion of the city into two parts, one of which is known as the "South Side," and the other as the "North Side." These two branches, again, separate the

North and South sides from the "West Side," all that portion of the city lying west of these branches being known by this title. Communication between the different portions is kept up by means of fifty-three swing bridges, situated at the more important street crossings, and these are further supplemented by three tunnels, one connecting the South with the West Side, at Washington Street; the second forming a similar link between the North and South sides, at La Salle Street; and the third is located at Van Buren Street.

History of Chicago: In 1801, a swamp; in 1811, a small military post, soon to be abandoned, and to be the scene of a terrible Indian massacre; in 1821, again an insignif-

Pfchorr Bräu München.



Anton Dreher's Pilsener.

icant military station; in 1831, a village of twelve houses, without mail routes, post roads, or postoffice; in 1841, an incorporated city, with 5,752 inhabitants, and an export trade amounting to \$ 328,635; in 1851, rapidly assuming commercial importance; on the eve of possessing railway communication with New York; its grain shipments increased to 4,646,831 bushels; its population numbering 34,487; in 1861, its grain, pork, and lumber interests are enormously developed, its population almost quadrupled, and its shipments of breadstuffs increased ten-fold within a single decade; in October 1871 almost swept out of existence, only to rise triumphantly from its ashes as the "Phoenix City", a monument

of indomitable spirit and energy. In 1893 the city of the worlds fair.

To day the greatest railroad center, live-stock market, and primary grain port in the world; the scene of the ceaseless activities of over a million and three quarters of eager, restless toilers, attracted by its fame from far and near, and to-day still advancing, with rapid strides in everything that distinguishes a great metropolitan city. Such, in brief, is the history of Chicago.

The area of the City is 181,5 square miles. It is 24 miles long and 10 miles wide.

The climate is healthful and invigorating, although the winters are cold and the temperature in summer is liable to great and sudden changes.

The population of Chicago according to the census of 1890 was 1,099,850. In 1893 the population was estimated at 1,450,000. In 1897 1,815,000 inhabitants, about one third of the population speaks German.

The municipality of Chicago is housed in a magnificent twin building, the largest and most imposing of the public edifices of Chicago. It occupies an entire square bounded east by Clark, west by Lasalle, north by Randolph and south by Washington Streets. The length of each of the two façades is 340 feet, the width of the entire building 280 feet, and its height from the ground line 124 feet.

The interiors of the two buildings differ somewhat in arrangement, the City Hall being finished in white oak and much coloring, while the interior of the County Building is plain but rich.

PRISONS.

The Criminal Court and Jail is located on Dearborn Avenue, Michigan, and Illinois streets. The jail contains 300 cells. It may be visited at the same time as the North Side Water Works and Lincoln Park. Visiting days, Tuesday and Friday.

The Bridewell, or House of Correction is located at South California Avenue, near West Twenty-third Street, and is reached by Blue Island Avenue cars.

The States Prison, or Penitentiary, for the detention of criminals sentenced, for more serious offenses, to longer terms of imprisonment, is situated at Joliet, forty miles distant from the city, and is reached by the Chicago, Rock Island & Pacific Railway. Depot, Van Buren and Sherman streets. Round trip, \$ 1.

Prisoners awaiting trial before

MAX BLUMENTHAL.

MANUFACTURER OF HIGHGRADE CIGARS.

SPECIAL BRAND: THE CELEBRATED FLOR DE BISMARCK.

14 FULLERTON BLOCK. CHICAGO. 94 DEARBORN STREET. 63

justices for petty offenses are confined at the various police courts or stations.

Patrol Service. There are thirty-five police stations, including the Central Detail at the City Hall, and the officers patrolling streets have frequently to report to their respective stations by means of telephones placed in the 675 patrol boxes, being able to summon a patrol wagon, ambulance, or fire engines by the same method. There are thirty-nine patrol wagons and 179 horses in the service.

The Police Headquarters and the Detective Bureau are situated on the first floor and in the basement of the City Hall. Number of detectives, about fifty. The Central Detail are picked men, averaging six feet in height, and do day patrol duty at bridges, crossings, and depots in the heart of the city.

Drainage. Chicago deriving its water supply from Lake Michigan,

the disposal of the drainage of the city was a serious and perplexing problem until, by a triumph of engineering skill, the current of the Chicago River was reversed, and the stream made to run out of Lake Michigan into the Illinois and Michigan Canal, and thence through the Illinois River to the Mississippi. The drainage system is very thorough. There are over 888 miles of sewer, with more than 30,468 catch basins and 33,726 man-hole openings. Engineers are always busy with plans for improving the sewerage.

The Water Supply. — Foremost among the public works of Chicago is the costly and unique contrivance by which it draws its supply of water from the lake. Two miles from the shore there is fixed a very substantial structure, known, for the want of a better name, as the "Crib," within which is an iron cylinder, nine feet in diameter, going down

thirty-one feet below the bottom of the lake and connecting with two distinct tunnels, leading to separate pumping works on shore. The first tunnel constructed, communicating with the pumping works at the foot of Chicago Avenue, is five feet in diameter; this was commenced March 17, 1864, and finished March 25, 1867, costing \$457,844.95. The second tunnel conveying water to the West Side Works, at the corner of Blue Island Avenue and Twenty-second Street, is seven feet in diameter and six miles in length. At the shore end of each tunnel the water is forced by enormous engines through the city. The total outlay for the entire system was about \$17,000,000. There are over 1,346 miles of main and distributing pipes, and the daily capacity of all the plants is 250,000,000 gallons.

The North Side Works may be

visited at the same time as Lincoln Park and the Lake Shore Drive. The tower (175 feet) affords one of the finest views of the city and harbor. Its ascent is safe and easy. The key can be obtained from the engineer.

The West Side Works are in the lumber district. They may be reached by the Blue Island Avenue cars from Madison Street.

A new tunnel runs from the foot of Peck Court, eight feet in diameter, 21,441 feet (four miles) out into the lake, connecting there in 45 feet of water with a new crib. The capacity of the new tunnel is 130,000,000 gallons daily.

Steamers and sailing yachts ply to the crib and breakwater, in the summer months (round trip 25 cents), from the Lake Front at the foot of Van Buren Street.

JOS. SCHEUBERT, Restaurant and Saloon.
551, S. HALSTED STREET, CHICAGO, ILL.
IMPORTER of Rhine and Mosel Wines.

MEALS SERVED.

GERMAN COOKING.

COMMUNICATION FACILITIES:

Elevated Railways: The projects afoot to provide "L" roads for all parts of the city are not yet completely realized. One line runs south from Congress Street between Wabash Avenue and State Street. Other Branches are from Lake Street to the South Branch between Canal and Morgan Street, thence across the river and to the city line between Wentworth and Western Avenues. Another branch between Thirty Ninth and Forty Seventh streets, east to Lake Avenue and another west to Western Ave. A third runs east to Stony Island Avenue, between Sixty Seventh and Seventy First Streets. Cable, electric and horse cars run through all the principal thoroughfares of the City.

Postoffice: is temporarily situated on Michigan Avenue between Wash-

ington & Madison. A new Post-office and Federal Building is now being erected in the heart of the business center occupying the entire block bounded by Adams, Clark, Jackson and Dearborn streets.

Telegraph, Telephone and messenger service is the same as in other cities of the Republic.

AMUSEMENTS.

Theatres, Etc. — There are thirty-two-first-class theatres and places of amusement in Chicago, with an estimated gross attendance daily of from 20,000 to 25,000 persons, so that the public enjoy a continual round of high-class entertainment. The Auditorium, Columbia, Hooley's, McVicker's, Schiller, Alhambra, Havlin's, and the Haymarket theatres, the Grand and Chicago Opera Houses, the Academy of Music and Standard

stand in the front rank. Concerts and lectures are given in the Central Music Hall, a large and handsome building on the corner of State and Randolph streets, the Madison Street Theatre, 83 Madison Street, and elsewhere; and on the North Side, the Windsor and Jacobs' Clark Street Theatre are popular houses. Following is a brief list:

Auditorium, Wabash Avenue and Congress Street.

Academy of Music, Halsted Street, near Madison Street.

Alhambra Theatre, State Street and Archer Avenue.

Arcade Theatre, Arcade Bldg.

Bijou Theatre, 109 S. Halsted.

Calumet Theatre, 9206 S. Chicago.

Central Music Hall, State Street, cor. Randolph Street.

Chicago Opera House, Washington Street, S. W. cor. Clark Street.

Columbia Theatre, 108 and 110 Monroe Street.

Criterion Theatre, 274 Sedgwick Street.

Grand Opera House, 87 Clark Street.

Great Northern Theatre, 81 Jacksons' Haylin's Theatre, Wabash Avenue and Nineteenth Street.

Haymarket Theatre, W. Madison Street, east of Halsted Street.

Hooley's Theatre, 149 Randolph Street.

Lyceum Theatre, 54 Desplaines Street.

Masonic Temple Roof Garden 1627 Masonic Temple.

McVicker's Theatre, 82 Madison Street.

Olympic Theatre, 46 Clark Street.

Pullmann Arcade Theatre, Arcade Bldg.

Schiller Theatre, 103 Randolph Street.

Van Buren, Opera House 1249 W. Madison.

Windsor Theatre, 468 N. Clark Street.

General Remarks. Prices. The prices usual at the Chicago theatres are about \$1.50 for the orchestra or best balcony seats, 50 cents admission without seat reserved, and 25 cents for the upper circles. At some of the "popular" houses the prices vary, running down as low as 10 cents admission, and 50 cents for reserved orchestra chairs.

Theater Tickets are to be obtained in most of the principal hotels as well as at the box offices.

The Chicago Auditorium. This magnificent structure occupies nearly an entire square, having frontages of 187 feet on Michigan Avenue, 361 feet on Congress Street, and 161 feet on Wabash Avenue. It is a colossal structure of granite and brick, comprising ten stories. The height of the main building is 144 feet; of the large square tower on the Congress Street front, 225 feet, the lateral dimensions of this tower being 40 x 71 feet; fine view over the city. The Auditorium, which was designed to accommodate conventions and similar gatherings, contains 5,000 seats, and has a total capacity for 8,000. It is fire-proof, has a stone frontage of 709 feet, and cost about \$2,000,000.

Vaudeville Entertainments of any especial merit in Chicago are, like "black swans", rare, the Masonic Temple Roof Garden being about the best. To those of cosmopolitan taste, who desire beer and tobacco, and do not draw the line at abbreviated dress, an infinite number of houses is open. As to the rest, "dive" is the only correct definition of dozens, and Chicago's "dives" will be well avoided by any strangers.

MUSICAL ENTERTAINMENTS.

Several musical societies in Chicago, among others the Apollo Club, have annual, or more frequent, concerts, which are noticeable events. The columns of the daily newspapers, as a rule, will give ample notification of those open to the public. The famous Thomas concerts are given in the Auditorium. During the Summer there are evening concerts in the Bismarck Garden, and in the Winter, Sunday afternoon concerts at the north side Turner Hall, both under the direction of Mr. Carl Bunge.

LECTURES.

Lectures on various topical or national questions are frequently given during the winter months in the Auditorium or other halls. Full notification is always to be found in the columns of the local press.

MUSEUMS AND EXHIBITIONS.

Libby Prison Museum, Wabash Avenue and Fifteenth Street — the palace prison of the South — built in 1845, of imported brick, and used as a tobacco warehouse; taken by the Confederates for a prison in 1861, and in which during the war more than 12,000 Union soldiers were confined, is well worth a visit. Purchased by Chicago capitalists in 1889 and removed to this city and opened as a National War Museum, filled with many thousands of important and valuable relics of the late civil war.

The Battle of Gettysburg Panorama is situated at the corner of Hubbard Court and Wabash Avenue, and presents a realistic picture of this terrible conflict of the Civil War.

Opposite it is the Panorama of Jerusalem on the day of the crucifixion.

Dime Museums: To those desirous of such delights, Kohl & Middleton's, at 146 Clark Street, their South State Street Museum, and Epstean's Dime Museum on Randolph Street, near Clark, will be found interesting and attractive.

The Circus. Repeated visits to Chicago are paid by those delights of the small boy, the various circuses.

Balls and Dancing. The magnificent hall of the Auditorium and other suitable places are frequently filled in the winter season with the youth, beauty, and wealth of Chicago worshiping at the Terpsichorean shrine, the Annual Charity Ball being a galaxy of beauty, manliness, and wealth.

Huber Bros. RESTAURANT and BUFFET.

111 MADISON STREET, Bet. Dearborn & Clark.

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Anerkannt beste deutsche Küche.

CHICAGO.

SPORTS.

Washington Park Club, situated at South Park Avenue and Sixty-first Street, is the most aristocratic club, and has one of the most modern and excellently arranged tracks in the country. It is reached by the Illinois Central Railroad or by the State Street and Cottage Grove cable car lines. The Washington Park Derby Day in June or July, opening the summer season, is a great Chicago event. Then the Michigan Avenue Boulevard is a blaze of color from the toilettes in the long procession of carriages, while the track is picturesque to a degree with the presence of carriages of every species and visitors of every kind.

Garfield Park Club, situated a few hundred yards west of Garfield Park, and reached by the Madison Street cable cars and the Wisconsin Central Railroad, is a regular racing association, duly incorporated as a stock company under the laws of the State of Illinois.

The Hawthorne Track is situated in the town of Cicero, just beyond the city limits, and $7\frac{1}{2}$ miles from the court house. It is reached by the Freeport branch of the Illinois Central Railroad, the Chicago, Burlington & Quincy, and the Atchison, Topeka & Santa Fe.

The Indiana Racing Association, at 108th Street and Indiana Boulevard, is reached by the Pennsylvania R. R., from the Union Depot. Races are run regularly and without cessation.

Turfmen's Resorts. — The leading turfmen of Chicago when in town make the Wellington Hotel bar, Chapin & Gore's, 73 and 75 Monroe Street, and Harry Varnell's, 119 Clark Street, their down-town headquarters, and may there be found by those interested in "the sport of kings."

Yacht Clubs are numerous along the Lake Front, the Chicago Yacht Club and Lincoln Park Yacht Club being the two principal. Sailing yachts can be hired on suitable days on the Lake Front, at the foot of

Congress Street, while the services of a steamboat for any extended excursion can speedily be procured by application to the various transportation companies, or advertisement in the local papers. The charge for sailing yachts is about \$10 to \$20 for a whole day for a party, while 25 cents each person per hour's sail is the usual rate for lesser periods; but it is best "to agree with thine adversary (the boatman) quickly, whilst thou art (on the shore) with him," and for obvious reasons.

Rowing and Canoeing. — Lake Michigan, the harbor, and the many lakes and ornamental waters in the parks are excellent localities for the pastimes of those fond of aquatic sports. Visitors will do well to keep within the harbor in small rowing boats, as Lake Michigan squalls are proverbially severe.

ATHLETICS.

Athletic sports of every kind find numerous enthusiastic votaries among the thousands of Chicago youths. Gymnasias, such as those of the Y. M. C. A. Athenæum and Chicago Athletic Association, are replete with every imaginable apparatus for muscular exercise.

Baseball. — There are some 400 organized baseball clubs in Chicago, and consequently little lack for amusement for spectators of the national game. In the season the principal games of the National Baseball League are played on the Chicago Baseball Club's grounds at the corner of Lincoln and Wood streets.

Cricket. — The Chicago Cricket Club at Parkside, 167th Street (Illinois Central Railroad), and the Pullmann Cricket Club are the leading exponents of the British national game.

Bicycling and Tricycling. — Chicago possesses numerous bicycle clubs, the parks and boulevards affording such excellent roadways for the use of the speedy wheel. The annual road race to Pullmann on Decoration Day and the Chinese Lantern Parade of clubs make interesting features of the sport.

THE BUSINESS DISTRICT.

The shopping district of Chicago, *par excellence*, is the quadrangle formed by Wabash Avenue, Washington Street, Dearborn and Congress Streets, the "ladies' half mile" being essentially on State Street from Randolph to Congress Streets.

The great feature of shopping in Chicago is the prevalence of huge bazaars, where every sort of thing is sold that a woman would want to buy for herself, for her family, or for her house. Marshall Field & Co., State and Washington Streets; Carson, Pirie, Scott & Co.; J. H. Walker & Co., Wabash Avenue and Adams Street; Mandel Brothers, 117-123 State Street, and other merchants keep the greatest possible variety of dry goods and fancy articles; but Siegel, Cooper & Co., State and Van Buren Streets; The Fair, State and Adams Streets; and others are immense bazaars rather than a single establishment—a federation of separate special salesrooms under the same roof and subjected to common regulations for mutual benefit rather than one store divided into departments; as at Wanamaker's, in Philadelphia, for example. Here the visitor will find telegraph and telephone offices, a place to leave parcels on payment of 10 cents, retiring rooms, an immense luncheon room with moderate prices, and a detective system which guards the customer from pickpockets, while it protects the firm from thieving.

Continuous lines of stores extend along State Street from Congress to Randolph streets, and between them is probably the busiest shopping district in the city. The crossing of State and Madison streets may be termed the vortex of retail trade.

WHERE TO BUY.

Art Works and Pictures are mainly to be seen on Wabash Avenue, below Van Buren Street. Abbott's, 50 Madison Street, and O'Brien's, 208 Wabash Avenue, are representative houses. *Painters' materials* may be bought on State Street at several stores in the retail center, and at Abbott's.

Books are in the same district, and may be found at Koelling & Klappenbach 100 a 102 Randolph Street, Brentano's, 204 Wabash Avenue; A. C. McClurg & Co., Wabash Avenue and Madison Street; Chas. McDonald, 55 Washington Street; C. W. Curry 181 Madison Street, and many other stores.

Canary birds and pet animals are numerous at Kaempfer's, 169 Madison Street. For *carpets* go to Marshall Field & Co., Mandel's, and A. H. Revell & Co., Adams Street and Wabash Avenue, and to the great dry-goods and furniture stores. For *china*, *glass*, and similar ware, Burley & Co., 77 State Street, and Pitkin & Brooks, 58 Lake Street, and the generally various department stores. Clothing stores and tailors are scattered everywhere. *Chinese*

wares can be found on Clark Street, and Japanese, at Hayes & Tracey, 220 Wabash Avenue. *Dressmakers* are scattered over the town, the leading department stores having dressmaking departments, the exclusive and correspondingly high-priced modistes being, as a rule, located on Michigan Avenue, between Congress and Sixteenth Streets. Redfern, the well-known English ladies' tailor, is located at 1702 Michigan Avenue. The *wholesale dry-goods* district is practically represented by Fifth Avenue and Market Street.

Drug stores are everywhere, and are always conspicuous. The wholesale tobacco, oil, and metal trades are to be found mainly on Wabash Avenue and Lake Street, while the wholesale grocers congregate on

15 Ball Pool.

Fine Bottled Goods a Specialty.

Otto Baumgarth Saloon and Sample Room

58

1155 LINCOLN AVENUE

Corner School Street,

CHICAGO.

River, Water, and Lake Streets. *Fishing-tackle* and sportsmen's outfit may be obtained at A. G. Spaulding & Bros., 108 Madison Street; Von Lengerke & Antoine, 246 Wabash Avenue, and several other stores along State Street and Wabash Avenue. For *fire-arms* go to Henry Sears Company, 110 Wabash Avenue, or Thorsen & Cassady, 60 Wabash Avenue. For *jewelry*, *silverware*, *watches*, and all such goods, visit such establishments as J. B. Chambers & Co., Madison and Clark streets; Giles Bros., Masonic Temple; Peacock's, Randolph and State streets, and Spaulding's, corner Jackson and State streets. *Implements for lawn tennis*, *base-ball*, and all out-door games and sports can be had at stores dealing in sportsmen's goods, while lumber is stacked in mountain piles in the lumber districts of the

city. *Leather* at wholesale is to be found principally on Kinzie Street. For *millinery* of the highest kind go to the retail shopping center; such stores as Marshall Field & Co., Mandel Bros., Louise et Cie, 48 Monroe, Street, will supply every feminine fancy. *Musical instruments* are purchased at Lyon & Healy's, corner State and Monroe streets, and other music stores, chiefly congregated on Wabash Avenue. For *notions and fancy goods*, search State Street from Randolph to Van Buren, with the cross streets, and you will not search in vain. *Optical instruments* are to be found in endless variety at L. Manasse, 88 Madison Street and the Mackintosh Battery & Optical Co., 143 Wabash Avenue. *Paper and stationery* are to be found in great variety at A. C. McClurg & Co.'s, corner Wabash Avenue and Madison

Street; *Brentano's*, 204 Wabash Avenue; *Dunwell & Ford's*, 155 Wabash Avenue, and the various department stores. *Maps and guides* can be bought at *Rand, McNally & Co.'s*, 166 to 174 Adams Street. *Pawnbrokers* and junk shops abound on Clark and State streets, but they are scattered all over the poorer parts of the city. *Pottery wares* of all kinds, and especially imported ceramic goods, are to be found at retail in the principal department stores in the shopping center. *For pipes*, amber, and smokers' articles go to *Hoffmann*, 185 Madison Street. *Toys* are best bought at *E. F. Schwarz & Bros.*, 231 State Street, and in the department stores.

PARKS AND BOULEVARDS.

The parks and driveways aggregate 3,290 acres and the boulevards have more than 100 miles of total length.

The following parks are situated within the city limits:

Aldine Square,
Campbell Park,
Congress Park,
Dearborn Park,
Douglas Park,
Douglas Monument Sq.,
Ellis Park,
Gage Park,
Garfield Park,
Green Bay Park,
Groveland Park
Holstein Park
Humboldt Park,
Jackson Park,
Jefferson Park,
Lake Front Park,
Lincoln Park,
Logan Square,
Midway Plaisance,
Oak Park,
Shedd's Park,
Union Park,
Union Square,
Vernon Park,
Washington Park,
Washington Square,
Wicker Park,
Woodlawn Park.

The boulevard system is intended to connect the parks by a continuous chain of magnificent driveways circling the city with a band of

excellent roads, bordered with trees, metaled to the highest excellence for driving, and edged with cool green lawns on either side.

The Lake Front Park, with an area of forty-one acres, is a narrow strip of land lying between the Michigan Avenue Boulevard and Lake Michigan, or rather the Illinois Central Railroad tracks, and bounded north and south by Randolph Street and Park Row, respectively.

Proceeding southward, the south parks are approached by the most beautiful boulevard in the city, Michigan Avenue. Starting from the Leland Hotel, the visitor passes the Auditorium Building and the Chicago Club on the right, the latter at the corner of Van Buren Street. On his left, the green expanse of Lake Park stretches out almost to the edge of the lake, from which it is separated only by the track of the Illinois Central Railroad. Away out are the lighthouse, the breakwaters, and crib, and the surface of the lake is dotted with the white sails of innumerable craft; near twelfth Street is Chicago's newest monument, erected in memory of General Logan. The castellated Armory of the First Regiment is seen at the corner of Sixteenth Street; and on Michigan and Prairie avenues, the latter two blocks east, south of Sixteenth Street, the domestic architecture of Chicago is observed at its best.

On the north east corner of Michigan Avenue and Twentieth Street a magnificent house has been erected for the Calumet Club. On the northwest corner stands the handsome edifice of the Second Presbyterian Society. One block east and south are the First Presbyterian Church and the Synagogue of the Sinai Congregation. Two blocks west, at 2020 State Street, are the headquarters of the City (Cable) Railway Company, where is exerted the force which propels, through many miles of streets, the hundreds of cable cars which the visitor sees gliding rapidly along. At Twenty-third Street, Immanuel (Baptist) Church, on the right, and the Church of the Messiah (Unitarian) on the left, are passed. Near Twenty-fourth

Street are Christ (Episcopal Reformed) Church and the Moseley Grammar School. Between Twenty-fifth and Twenty-sixth streets, on the east side, is Plymouth (Congregational) Church, a fine edifice; and at southeast corner of the latter, Trinity (Episcopal) Church, a neat, double-turreted Gothic structure. At the foot of Thirty-fifth Street Douglas Monument is to be found. Having pursued his way to Thirty-ninth Street (Oakwood Boulevard), where he enters the township of Hyde Park, the visitor will proceed to Washington Park by Drexel Boulevard.

This magnificent drive, which is 200 feet wide throughout and $1\frac{1}{4}$ miles in length, is laid out after the model of the celebrated Avenue de l'Imperatrice, in Paris. Parallel with it, five blocks west, runs Grand Boulevard, by which the return journey may be made. An immense amount of money has been expended on the two south parks, Washington and Jackson, and they are delightful pleasure resorts; the former, which contains one of the largest unbroken lawns in the world and also a fine conservatory. It may be mentioned that the cable railway extends from Oakwood Boulevard south to Fifty-fifth Street, along which a connecting line runs east to near the north end of Jackson Park. Fifty-fifth Street, for $4\frac{1}{4}$ miles west of Washington Park, has been laid out as part of the encircling system, and given the name of Garfield Boulevard.

Washington and Jackson parks, containing respectively 371 and 586 acres, are connected by Midway Plaisance with a superficial area of another eighty acres.

Humboldt Park, 200.62 acres, with a fine lake and choice flower gardens, is the most northerly park on the West Side. It is remarkable as the most elevated of all the Chicago parks.

Lincoln Park, 250 acres—bounded on the south by North Avenue, west by North Clark Street, North Park Avenue and Lake View Avenue—is reached by the North Side cable road, or by steamboat in the summer months from the foot of Van Buren Street. It is, possibly,

the most beautiful of all the parks, and certainly the most interesting in special features, the principal items of interest being the life-size statue of Abraham Lincoln and the equestrian monument of Gen. U. S. Grant, overlooking Lake Michigan.

The La Salle Monument, erected in 1889, near the lake; a group of relics of the fire; the Ottawa Indian Monument; a lake, and a well stocked menagerie, near by, are well worth inspecting. Statues of Linnæus and Frederick Von Schiller, water-lily ponds, and a beautiful electric fountain, the gift of Mr. C. T. Yerkes, which is operated 8-9 P. M. every pleasant evening in Summer, are items which only require to be seen to be appreciated. The Lake Shore Drive and the view of Lake Michigan therefrom deserve a visit, as well as the two sphinxes at Garfield Avenue entrance.

In the summer months open-air musical performances are regularly given on certain advertised evenings in the principal parks, during suitable weather. It is a sight worthy of more than one visit.

Commercial Buildings: The business section of Chicago is crowded with buildings, that are simply of magnificent proportions. Clustered round the Board of Trade are the Rialto, Central, Phoenix, Calumet, Muller and other office buildings. One of the most beautiful bank buildings is the Illinois Trust and Savings Bank. Within a few squares is the Montauk Block and the first National Bank Building; Adams Express Building in Deaborn Street; the gigantic Pullman Building at the corner of Adams Street and Michigan Avenue; the Masonic Temple, corner of State and Randolph streets; the Monadnock and Kearsarge Building, on Jackson and Van Buren Streets, and the magnificent Studebaker Building, on Michigan Avenue, south of Van Buren Street. These structures have all been planned and erected on a most generous scale. The principal type of architecture is the Romanesque or Round-arch Gothic, and the materials vary from brick, terra cotta, and iron to brown stone, marble, and granite.

RELIGIOUS MISSIONS and AID SOCIETIES.

A great number of missionary and religious societies, both unsectarian and denominational, have their headquarters in this city. Some of these are national in character; others purely local. For a full list consult the City Directory.

Y. M. C. A. AND Y. W. C. A.

The *Young Men's Christian Association* in Chicago is in a flourishing condition, and owns a large and handsome building, which, costing, with the land, \$ 1,400,000, is at La Salle Street, between Madison and Monroe streets.

The *Young Women's Christian Association* occupies fine quarters on Michigan Avenue and devotes itself to helping in every way the young workingwomen of the city. Ladies visiting the city are welcome at the rooms.

EDUCATIONAL INSTITUTIONS.

Visitors are always courteously received at the public schools. The Union College of Law, 80—92 Dearborn street. Course of study two years, fees \$ 75, per year.

There are seven medical colleges. Among them, the College of Physicians and Surgeons and the Rush Medical College.

The theological colleges are the Garrett Biblical Institute, at Evanston belonging to the Methodist Episcopal Church; the Baptist Union Theological Seminary, Morgan Park; the Chicago Theological Seminary (Congregational), Union Park; the Presbyterian Theological Seminary of the Northwest, North Halsted Street, and St. Ignatius College, West Twelfth Street — all flourishing institutions.

The University of Chicago on Midway Plaisance consists of four blocks, to which Mr. Rockefeller contributed \$ 2,600,000.

The Chicago Athenæum, called the People's College with fine library and reading rooms.

The North Western University at Evanston, eleven miles north of Chicago, with an excellent Museum of Natural History.

The Chicago Public Library, second largest in America, 225,000 volumes, on the Lake Front between Randolph and Washington Streets, one of the finest libraries in the world.

The Newberry Library on the square bounded by Dearborn Avenue and Clark Street, Oak street and Walton Place is all that a reference library should be.

The John Crerar Library called after John Crerar who bequeathed \$ 2,500,000 for the building, endowment and maintenance of a free public library. It is a reference library of scientific literature.

Chicago Historical Society.
Library of the University of Chicago, 485,000 volumes.

The Chicago Law Institute Library.
The Library of the Armour Institute.
Academy of Sciences in Lincoln Park.

The Field Columbian Museum, with its wealth of curious specimens, old manuscripts and books.

The Lewis Institute, educational institution at Madison and Robey Street.

MONUMENTS.

The Police Monument commemorative of the anarchist riot on the night of May 4, 1886, on Haymarket Square.

Columbus Statue in the Lake Front Park.

Drake Fountain and Columbus Statue between the City Hall and Court House.

The U. S. Grant Equestrian Monument in Lincoln Park.

General Sheridan Statue, in Union Park.

General Garfield Statue, in Garfield Park.

Linnæus Statue (in Lincoln Park).

Frederick Von Schiller, Monument (in Lincoln Park).

La Salle Monument (in Lincoln Park).

Ottawa Indian Group (in Lincoln Park).

The Abraham Lincoln Monument, Lincoln Park.

The Great Fire Inscription, 137 De Koven Street. On a tablet on the house. "The Great Fire of 1871 originated here and extended to Lincoln Park. Chicago Historical Society, 1881."

The Douglas Monument, over the body of Stephen A. Douglas. The monument stands on the Lake Shore at Thirty-fifth Street.

The Fort Dearborn Inscription on the warehouse of W. M. Hoyt Company: "Block House of Fort Dearborn. This building occupies the site of old Fort Dearborn, which extended a little across Michigan Avenue and somewhat into the river, as it now is. The fort was built in 1803-04, forming our outmost defense."

The Armstrong Bust is at the corner of Clark and Adams streets, on the post office grassplat. The inscription reads: "To the memory of George Buchanan Armstrong, Founder of the Railway Mail Service in the United States. Born in Armagh Ireland, October 27, A. D. 1822. Died in Chicago, May 5, 1871. Erected by the clerks in the service, 1881."

The General Logan Monument, Michigan Avenue near 12th Street.

HOSPITALS.

The principal Hospitals are:

The Cook County Hospital founded in 1847. It occupies two entire squares being bounded north by West Harrison, south by West Polk, east by South Wood and West by South Lincoln Streets. Contiguous to it are the Rush Medical College, the College of Physicians and Surgeons Chicago, and the Chicago Homeopathic College, the students of which enjoy the advantages of attending its various wards. These institutions may be reached by the Ogden Avenue cars, starting from La Salle and Madison streets.

Mercy Hospital, an institution of the Sisters of Mercy, is located at the corner of Calumet Avenue and Twenty-sixth Street, adjoining the Chicago Medical College, whose students have access to its wards. It has accommodations for 180 patients.

Thirty-six sisters manage it, at an annual cost of \$26,000, which is met by voluntary contributions and the money received from paying patients.

The Michael Reese Hospital is a Hebrew charity, provided for by a fund of \$90,000 left by will of the late Michael Reese.

The Presbyterian Hospital, situated on the southeast corner of Congress and Wood streets, can be reached by the Van Buren Street, Ogden Avenue, and Harrison Street cars. It has a capacity of 225 beds.

The United States Marine Hospital is situated in Lake View, on the Lake Shore, six miles north of the City Hall. The grounds comprise ten acres, and the building is a handsome granite structure, four stories high, with a basement. It is 300 x 75 feet, and has accommodations for 150 patients.

Besides: St. Josephs Hospital 360 Garfield Avenue.

St. Lukes's Free Hospital, Fourteenth Street, with a frontage on Indiana Avenue.

St. Elizabeth's Hospital at Davis and Thompson streets.

The Hospital of the Alexian Brothers 565 North Market Street.

The Womens's Hospital 118 Thirty-fifth street.

The Bennett Medical College 511-513 State Streets.

The Illinois Charitable Eye & Ear College West Adams and Peoria Streets.

CEMETERIES.

Rosehill Cemetery on the line of the Chicago & North Western Railway. Noticeable are the monuments to "Our Heroes" and A. I. Snell.

Graceland Cemetery: near Buena Park Station. There is a monument to Allan Pinkerton, the celebrated detective.

Calvary Cemetery: near Evanston, is the principal Roman Catholic burying ground.

Oakwoods Cemetery on the line of the Illinois Central Railroad. The Borden and the Soldier's Home monuments are worth inspection.

Forest Home Cemetery situated beside the Des Plaines River. The grounds are tastefully kept.

THE MARKETS OF THE CITY.

Meat packing is the oldest of Chicago's industries. In 1896 the receipts of live stock were: 7,659,452 hogs, 2,900,476 cattle, 138,337 calves, 3,590,655 sheep and 105,978 horses, the total value being estimated at about \$ 250,000,000. The shipments for the same period were about 2,000,000 live hogs, over 5,700,000 hogs were slaughtered during the year, 372,461 cattle, 561,239 sheep and 3,029,316 used for city consumption and packing, 700,000,000 of dressed beef, 258,000 barrels of pork, 500,000,000 lard, 175,000,000 of hides and 54,000,000 of wool.

THE UNION STOCK YARDS.

In 3,300 pens, 1,800 covered and 1,500 open, provision is made for handling at one time 25,000 head of cattle, 14,000 sheep, and 150,000 hogs. The yards contain twenty miles of streets, twenty miles of water troughs, fifty miles of feeding troughs, and seventy-five miles of water and drainage pipes. Artesian wells, having an average depth of 1,230 feet, afford an abundant supply of water. There are also eighty-seven miles of railroad tracks, all the great roads having acres to this vast market. The entire cost was \$ 4,000,000. About 1,200 men are employed at the Stock Yards proper. In 1892, 3,571,796 cattle, 7,714,435 hogs, 2,145,079 sheep, 197,576 calves, and 96,998 horses were received at the Yards in 309,901 cars, being of an aggregate value of \$ 153,836,502.

The meat-packing industry is carried on in immediate proximity to the Stock Yards. The extent of its operations having already been stated, it is only necessary to add that a single business, that controlled by Messrs. Armour & Co., occupies seventy acres of flooring and employs about 4,000 men. These Stock Yards and packing houses (the former free, the latter usually shown to visitors upon application) can be reached by

rail from Van Buren Street Depot (trains infrequent), or by State Street cable or South Halsted Street horse cars. Some 18,000 to 25,000 men are daily employed in the various packing houses, varying according to the season of the year.

Chicago, from its admirable geographical situation, is the natural depot for the exchange of the products and commodities of the East and the West; into her elevators pour the harvests from the vast wheat fields of the Northwest, and in her markets they are exchanged for the manufactures of the East and the importations from foreign countries — Chicago reaping the benefits of exchange.

There are about thirty registered grain elevators, with an aggregate capacity of 30,000,000 bushels.

The lumber district lies south of Twenty-second street between Halsted Street and Ashland Avenue.

A large place in the wealth winning industries of Chicago falls to the breweries, and a visit to a representative brewery is not alone instructive to the professional brewer, but interesting for the general public, especially for the one who desires to get an inside view of American industrial enterprise. Such an enterprise is the Mc Avoy Brewing Company.

The Mc Avoy Brewing Company, situated at 2349 South Park Avenue, is one of the most elegant structures of its kind in the United States. It has a frontage of 600 feet on the east side of the street with 400 feet on the west. The main brew house is a magnificent structure, 130 X 65 feet and is six stories high, of the best quality of terra cotta brick. Their mammoth malt house attached, has a capacity of 175,000 bushels. They have six mammoth brick ice houses, carpenter, cooper and paint shops within the extensive area covered by this establishment. Stables for 80 horses in daily use at this place are a feature in themselves. The annual capacity of this brewery is 250,000 barrels. They have at all times a reserve storage of no less than 60,000 barrels on hand so that orders from any part can be promptly

filled at the shortest possible notice. Their appliances for cooling beer are simply perfect, and must be seen to be fully understood. Their engine and engine-room will well repay a visit by the curious after the modern appliances now used in such an extensive establishment as this. Their special brands of beer are Malt, Marrow, Club beer, Pilsener, Wiener, Hygeia and Lager.

The officers of the Company, who are at all times willing and pleased to show their splendid enterprise are: Charles H. Walker, President; Adam Ortseifen, Vice - President; H. J. Bellamy, Secretary and Treasurer.

Fruit and Vegetable Market. Few cities are so well supplied as Chicago is, in the matter of edible fruits and vegetables. Half a dozen blocks on South Water Street, from Wabash Avenue westward, is the particular

locality of this thriving industry, and here in the early morning, and, indeed, all day long, arrive during their proper seasons and from every part of the continent vast consignments of perishable wares. Crates, barrels, boxes, and baskets of all sizes, shapes, and descriptions are heaped upon the sidewalk in front of the commission dealer's store, speedily finding their way by his efforts to the numerous groceries and meat markets through the city.

News papers: As nearly as can be estimated, 600,000,000 copies of daily, weekly, monthly and other publications are issued from the presses of Chicago. In 1896, 620 publications were entered at the Chicago Post office and 142 periodicals issued for trade or advertising purposes.

Agents of the North German Lloyd:

W. Claussenius & Co., Genl. Western Agts., 90-92 Deaborn St., Chicago, Ill.
Thos. Cook & Son, 232 S. Clark St., Chicago, Ill.
J. Wm. Eschenburg, 78 5 th. Ave., Chicago, Ill.
H. Gaze & Son, 220 S. Clark St., Chicago Ill.
Kaspar & Karel, 623 Blue Island Ave., Chicago, Ill.
A. Mortensen & Co., 140 E. Kinzie St., Chicago, Ill.



B. & O. AND B. & O. S. W.

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AND THE WEST.

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Washington, B. & O., 619 Penn Ave.

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THE BEST ROUTE TO THE WEST.

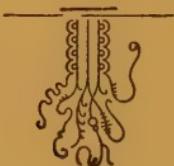
Every one who goes to America goes to Chicago, else he does not see America, for Chicago, be it understood, is the real metropolis, the commercial center and hub of the North American continent, from which radiate, like the spokes of a great wheel, more railway lines and directly reaching into more territory than any other city in the world. So too, every one goes to the national capital, for Washington is now one of the most beautiful cities, as well as the capital of the greatest republic and the most prosperous nation in the world. The most picturesque route to Chicago from the Eastern seaboard is that of the B. & O. and MONON, via Washington, Cincinnati and Indianapolis. The tourist takes his elegantly cushioned seat in a luxurious sleeping car, equipped with every convenience that the most fastidious traveler could wish, which accomodation, by the way, costs him less than the European service for half the distance, (Berlin to Paris, 663 miles, \$ 8.00, for example). The scenery, as the train winds up the beautiful *Potomac Valley*, with the laurel-clad *Virginia Heights* on the one hand and the rocky cliffs of *Maryland* on the other, is one of surpassing beauty. Among the points of interest to be seen from the car windows are *Great Falls*, *Point of Rocks*, *Harper's Ferry*, where John Brown lit the torch, which, fanned by the southern breeze, grew into the great rebellion and ended in the liberation of slavery throughout the civilized world; Cumberland, Grafton and others, beautiful to the eye and rich in historical association. Winding through the foothills of the *Alleghanies* in *West Virginia*, the *Ohio* is crossed at *Marietta*. The rich farm and fruit lands of Southern Ohio are traversed in a nearly straight line until *Cincinnati* is reached, the metropolis of the Ohio valley and the busy port of entry on the great interior water way, 1800 miles from the mouth of the Mississippi. From Cincinnati the line runs northwest through *Indianapolis*, which boasts the largest and finest public fountain in the world, and finally entering the great metropolis of the central west, the great lake port of Chicago, through a maze of railway tracks that has not its counterpart any where on earth.

Dearborn Station, of the Monon Route, is at the foot of Dearborn Street, within five minutes walk of the finest hotels in the City, and within a short ride, by cab or transfer coach, of the various stations of western railway lines. The conductor of the Monon train and uniformed baggage and express agents will give full information to strangers before entering the city, and uniformed attendants at the station will give directions to cabs, street cars and hotels.

The Monon Route from Chicago to the South via *Louisville* or Cincinnati has no superior in convenience, comfort and speed. Four trains leave Dearborn station for Cincinnati daily, carrying parlor, chair and buffet dining cars on day trains and Pullman sleeping and dining cars on night trains. Two Pullman trains leave Chicago daily (one a night train) for *Louisville and West Baden Springs*. At Cincinnati and Louisville direct connections are made for all points in the South.

At Bedford, on the Monon Route, are situated the extensive quarries of oolitic limestone which has been used in the construction of some of the finest buildings in New York, Washington and other large cities all over the country.

To conclude, the Monon Route is renowned for its smooth and substantial road bed, its complete and luxurious equipment, its fast and punctual time, its picturesque scenery and its admirable service. The general passenger agent is Mr. Frank J. Reed, at Chicago.



INDIANA.

La Salle was the first European to visit Indiana. In 1669 he, with his brave French explorers, opened trade with the natives. A great many Indian tribes helped him in his fight with the Iroquois. The first military establishment, Post Ougatenon, was founded near Lafayette in 1720; seven years later, Poste d'Oubache was established on the spot where now Vincennes stands. Lieut. St. Ange was the commander for more than thirty years and ruled with great prudence. After the attack of the Chickasaws, in 1736, when a great number of French and Indian soldiers fell, French and Canadian descendants lived here for more than two centuries, raising wheat, tobacco and wine, Indian and African slaves helping them. The chief trading-posts were at the source of the Maumee, near Lafayette and Vincennes. In 1778 Col. Clarke, with his Virginians, marched against Vincennes and defeated Gov. Hamilton of the British forces. French half-breeds and Spaniards then inhabited the country. In 1800 Indiana became a territory; in 1811 Gov. Harrison made war against Tecumseh, Chief of the Shawnees and defeated them, although with great loss to himself.

Indiana took its name from the Indians, who ceded part of the country to traders. The pet name is the "Hoosier State", from "Hushers", white Indian bullies. It is a vast plain, with great forests and treeless prairies. It has a great lumber trade and agriculture gives employment to a great many people, the Wabash

region being the richest known for wheat and corn. Coal and gas abound. Education has made great strides since 1870, the best proof of which, being the few illiterate persons to be found, as well as the numerous High and Normal Schools.

The principal *National Institutions* are: *The United States Arsenal* at Indianapolis. The *Depot* of the *Quartermaster Department*, at Jeffersonville, a branch of the *National Soldiers Home*, at Marion and the magnificent *Soldiers' Monument* at Indianapolis. The climate is, on the whole, healthy.

BEDFORD, Ind.

A town in the southern part of the state, noted for its 19 quarries, yielding enormous quantities of building-stone, known as the Bedford or Indiana limestone. It is of a buff and blue color and is said never to break or crack, having an elasticity which makes it valuable in all climates where there is great change of temperature. The Indiana State Capitol, New York Times building, the Vanderbilt-Railroads: Louisville, New Albany & Chicago.

CRANFORDSVILLE, Ind.

Is interesting as seat of the Wabash College, founded by the Presbyterians in 1832. It has 13 instructors and 400 students, enjoying a library of 28,500 volumes. South Hall, Center Hall, containing chapel, library and lecture rooms, Peek Scientific Hall and the Hovey Museum are the most prominent buildings.

ELKHART, Ind.

In the northern part of this county has 11,360 inh., and is a busy manufacturing town and a great railway junction.

ELWOOD, Ind.

A rapidly growing town, 22 miles from Kokomo, in the gasbelt of Indiana.

EVANSVILLE, Ind.

A great export place for grain, pork, coal, lumber and tobacco, either by steamboats along the Ohio River or by one of the seven railroads of which it is the terminus; coal and iron are found in the vicinity. *The Wabash and Erie Canal*, the longest in the Union, 476 mls., leads from Toledo to Evansville, part of it being held by slack-water navigation. It has about 60,000 inh. — The principal railroads are: Evansville & Terre Haute; Louisville & Nashville.

Agent of the North German Lloyd:
I. Esslinger, Evansville, Ind.

FORT WAYNE. Ind.

A manufacturing town in the North East with 40,000 inh., was built 1794 on the site of an English fort of 1764, is a great railway centre and abounds in factories. We find there a branch of the *Great American Wheel Company*; a *Divinity School* (Lutheran) and a School for the feeble-minded.—The principal railways are: Fort Wayne, Cincinnati & Louisville; Lake Shore & Michigan Southern; Wabash.

GREENCASTLE, Ind.

Is most remarkable as the seat of the famous De Pauw University. It was founded in 1837, under the name of Indiana Asbury University, in a rented two room building, with four teachers. In 1884, largely through the liberality of the late Hon. A. C. De Pauw, of New Albany, Ind., a noble endowment of over \$450,000 was raised, and the University took the name of its benefactor, who was a prominent member of the Methodist Episcopal Church. The grounds cover 150 acres. The

University has 40 instructors and 900 students. The school of military science and tactics has 180 uniformed cadets.

INDIANOPOLIS.

The capital of Indiana with 120,000 inh., lies in about the center of the state 110 mls. N. W. of Cincinnati, and 195 mls. S. E. of Chicago in a fertile plain and was first settled in 1819. It is a great railway center of the West 18 railways converge here also a large trading place, employing 10,000 persons and producing \$3,000,000 worth of goods yearly. The principal industries are: meatpacking, manufacture of machinery, agricultural implements, cars furniture, especially writing desks and flour-mills. It has a great many prominent public buildings as: the *State House* with the statue of Thomas A. Hendricks; the *Court House*, *Institutes for the Blind*, the *Insane*, the *Deaf and Dumb*; the *Propylaeum*, erected by the women of the city, *Classical Schools* for Girls; Crown Hill with a beautiful view, a magnificent *Soldier's Monument* with colossal bronze statues, trophies of arms etc.; the *United States Arsenal* on a hill east of the town, a depository of war materials, built in 1863, and many handsome churches. The principal railroads are: Canada & St. Louis; C. C. C. & St. Louis.

Agents of the North German Lloyd:
Alex Metzger Agency, Odd Fellows Hall, Indianapolis, Ind.

Frenzel Bros, 1 W. Washington St., Indianapolis, Ind.

JEFFERSONVILLE, Ind.

On the Ohio River, the depot of the Quartermaster's Department of the United States Army, sends clothing and equipage to all the military posts. It was erected in 1871-4 in a central locality of the Union, near large factories and railroads, and the seat of important Government Departments.

KOKOMO, Ind.

A prominent manufacturing city in the gas-belt of Indiana.

LAFAYETTE, Ind.

Situated on the Wabash, has 16,423 inhab., in a rich farming country and has important factories. It is the seat of *Purdue University* (1874) where 4000 students are taught in mechanics, engineering, agriculture and scientific branches. It contains an artesian well, from which issues sulphur water, possessing curative properties. Seven miles north of this city is the battle-field of *Tipppecanoe*, where Gen. Harrison conquered the Indian chief Tecumseh in 1812. Lafayette was one of the principal trading-posts of the French for more than two centuries. *Railroads*: C. C. C. & St. L.; Lake Erie & Western and Wabash.

LOGANSPORT, Ind.

A town on the Wabash River with 13,328 inh. surrounded by rich agricultural region, carries on an important trade in poplar and black-walnut lumber, which is shipped here. The largest industrial establishment is the *Car Works* of the *Pittsburg, Cincinnati, Chicago & St. Louis R. R.* which covers several acres, and from which, several cars can be turned out daily. It lies at the intersection of four railroads. An *Insane Hospital* was opened in 1888 and contains 360 inmates.

Railroads: Chicago, St. Louis & Pittsburg; Terre Haute & Indianapolis; Wabash.

MADISON, Ind.

Midway between Cincinnati and Louisville, beautifully situated on the Ohio and has 8,937 inh. It has several pork-packing establishments, its provision trade is important and there are brass foundries and factories — *Railroads*: Jeffersonville, Madison & Indianapolis.

MISHAWAKA, Ind.

South east of Elkhart, seat of the *Dodge Manufacturing Company*, it has a ground plant of 80 acres, with a floorage of 16 acres, lumber yard of 12 acres and a daily capacity of 600 pulleys.

NEW ALBANY, Ind.

On the Ohio River, a very hand-

somely built town with 21,059 inh. It is connected with Louisville, opposite which it lies, by a splendid bridge, 2,453 ft. long. *The New Albany Glass-Works* are the largest in America. The plant represents an expenditure of \$ 2,000,000 and a business of \$ 2,000,000 a year, extending from New York to San Francisco. It covers 30 acres of ground and is owned by the heirs of W. C. De Pauw, an eminent business-man, glass-manufacturer, philanthropist and benefactor of Universities (*De Pauw College for Women*), who also established the great Woolen-Mills in 1861, the largest work of the kind, west of the Alleghany Mountains. — *Railroad-Connections*: Jacksonville, Madison & Indianapolis; Louisville, New Albany & Chicago; Louisville, Evansville & St. Louis; N. Y. C. & St. Louis.

RICHMOND, Ind.

A flourishing city of 19,000 inhab. on the Whitewater River, in the center of a fertile agricultural district; the chief articles of manufacture are agricultural machinery and implements. It is very handsomely built and has many fine residences: the *County Court House*, the *Morrison Library* with 19,000 volumes. — *Railroads*: Chicago, St. Louis & Pittsburg; Grand Rapids & Indiana; Pittsburg, Cincinnati & St. Louis.

SOUTH BEND, Ind.

Situated on the Joseph River, a very busy manufacturing town with 21,819 inh. *Studebaker Bros. Manufacturing Company*, a business started in 1852 with only a capital of \$ 68, but a thorough knowledge of blacksmithing; the four brothers began with two waggons as a first year's output, now 1500 workmen are employed and their carriages and waggons are sent all over the world. *The Oliver Chilled Plow Works*, on a plant, covering 42 acres and employing 1000 hands, is another great industrial undertaking. About a mile and a half, north of South Bend, is the chief Catholic School in the West, the *University of Notre Dame*; it has classical, scientific, civil engineering and commercial

courses, besides a three year's law course, with 700 students; the younger ones, under 13 years of age, are taught by sisters of the Holy Cross. They form a company of cadets, whilst the older ones compose the Battalion of Hoyne Light Guards.

Railroads: Chicago & Grand Trunk; Lake Shore & Michigan Southern; M. C.; & I.

TERRE HAUTE, Ind.

On the the east branch of the Wabash River, with 20,317 inh. a rapidly growing manufacturing and trading town, with many fine buildings. The *State Normal School*, with 800 pupils; *Rose Polytechnic Institute*, founded in 1874 by Chauncey Rose, for the eduation of young engineers, with a four years' course, free to Vigo County students; there is here a branch of the extensive Works of the Great *American*

Wheel Company and the *Hudnut Company*'s establishment (with large plants) one of the leading ones for food preparations, such as: hominy, meal, corn meal, corn flour etc. The Hudnuts were the first to make use of the roller process for corn goods.

Railroads; Chicago & Eastern Illinois; C. C. C. & St. L. Evansville & Terre Haute; Terre Haute & Indianapolis.

VINCENNES, Ind.

On the Wabash River, with 8,853 inhab., the oldest town in the State, having been settled by French Canadians in 1702; it was the capital of the Territory from 1800—1814. It abounds in coal and is a fertile country. — *Railroads:* Cleveland, Cincinnati, Chicago & St. Louis; Evansville & Terre Haute; Ohio & Mississippi.

INDIAN TERRITORY.

The name Indian Territory fairly indicates its origin as a political subdivision of the nation. It is the land originally reserved by the Government of the United States for the Indian tribes which were removed west of the Mississippi river, and for those living there. It extends between the parallels 33° and 37° north latitude and 94° and 100° longitude west from Greenwich. It is 370 miles long, and 220 miles wide, with an area of about 64,220 square miles. Kansas bounds it on the north, Arkansas on the east, Texas on the south and west, the Red river forms the boundary line between Indian Territory and Texas on the south.

The Red river and its branches, the Arkansas river and its branches and innumerable small streams flow through it. Through the western part of the Territory there is a belt of timber forty or sixty miles in breadth, running its entire width. This belt is known as "Cross Timbers". As for the rest of the Territory the surface presents, in the main, a rolling prairie. Along the rivers there are broad stretches of fertile lands covered with a natural growth of timber. In the south and southeast the Territory is covered with hills which vary in height from 300 to 400 and 1,500 feet above the surrounding prairie. These hills, which are properly branches of the Ozark Mountains, are known as the Wichita Mountains, Shawnee and San Bois Hills. In the eastern portions there are outcroppings of granite,

also to some extent in the Wichita Mountains. There are extensive deposits of coal and iron, and the precious metals are also known to abound. The climate is all that could be desired, and is well fitted for the production of cotton, tobacco, grain and fruits. West of the Cross Timbers the land differs very much from the eastern section; here the climate is dry, the rainfall is about twenty-five inches, as against forty-five inches in the east, while the mean annual temperature is somewhat lower. The principal rivers are the Red and the Wachita in the southern part. The Arkansas with its branches, the Neosho, the Salt and Red Forks, the Canadian and the North Fork water the northern and central portions. None of the rivers are of any consequence for navigation, and in the extreme west irrigation is necessary for successful agriculture. The vegetation differs as widely in the east from that in the west as do the soil and climate. The western part is covered with such flora as are peculiar to the extensive western plains, while east of the Cross Timbers the vegetation is almost sub-tropical and is very abundant.

The five civilized tribes — Cherokees, Creeks, Choctaws, Chickasaws and Seminoles — have made considerable progress in civilization,

TAHLEGUAH, Ind. Ter.

Is the principal town of the Cherokee Station, has 2,000 inhabitants. It contains the Cherokee National

Prison, an Asylum for the blind, deaf, dumb, insane etc. The Cherokee Orphan Asylum is at Grand Saline. The girl's seminary is a handsome building in a park near Tahlequah; so is also the national Seminary, where 200 boys are studying.

MUSCOGEE, Ind. Ter.

Has about 3,000 inhabitants and

has the Indian University. The town has several other schools as the Harrell Institute and the Presbyterian Mission School for girls.

LEHIGH, Ind. Ter.

Is the principal town of the Choctaw Nation; large coal mines are in the neighborhood. About 3,000 white people reside at Lehigh.

IOWA.

Iowa was admitted as a State into the Union in 1846. It lies wholly beyond the Mississippi, which washes all its eastern boundary. On this side, its neighbors are Wisconsin and Illinois. On the north is Minnesota; on the west, Minnesota and Nebraska, and upon the south, Missouri. The State has no very notable history, beyond the usual adventure and hardship of a lone forest life, among savage tribes. The settlement of the region was seriously begun (first at Burlington) in the year 1833.

The name of Iowa comes from the Indian words Ah-hee-oo-ba, which means "The Drowsy Ones." An other interpretation means, Iowa "is the place where to dwell in peace." Iowa is also often called "The Hawkeye State", which name first appeared in the "Fort Madison Patriot", of March 24, 1838 and was accepted by the Iowans. This signification was derived from the famous old Indian chief, Black Hawk.

The Latitude of Iowa is $40^{\circ} 36'$ to $43^{\circ} 30'$ north, and the Longitude $89^{\circ} 5'$ to $96^{\circ} 31'$ west.

Its population in 1860	was 674,913
" " " 1890	was 1,911,896

THE IOWA RIVER SYSTEM.

The Des Moines River, the most important stream in Iowa, rises in Minnesota and flows 450 miles through the state, to its south-east extremity, where it enters the Mississippi, 4 miles

below Keokuk. It is navigable for some 250 miles.

The *Iowa River* is 300 miles in length, and is navigable from the Mississippi upwards, 80 miles, to Iowa City.

The *Missouri* and the Great Sioux rivers form the entire western boundary of Iowa.

The *Prairies*, which are sometimes 20 miles across, present many scenes of interest, in their way — and it is a way not ungrateful to the unaccustomed eyes of the visitor from the Atlantic States — monotonous as it may, possibly, grow in time.

BURLINGTON, Ia.

Burlington, formerly the capital of Iowa, and one of the most populous and important places in the State, is upon the Mississippi River, 250 miles above St. Louis, 45 miles above Keokuk, and 88 miles east-south-east of Iowa City. Burlington is partly built upon the bluffs which characterize the shores of the Mississippi in this the most picturesque portion of its endless journey, from the Great Lakes to the Gulf of Mexico. In 1890, its population was about 24,000.

Railroads: Chicago, Burlington & Quincy; Burlington, Cedar Rapids & Northern; Burlington & Northwestern; Burlington & Western.

CEDAR RAPIDS, Ia.

on the Red Cedar River, is a growing city of 18,020 inh., at the intersection of several important railways. It has a large water-power

on the river, with machinery and carriage factories, great oat-meal mills, pork packing establishments, and 25 wholesale trading-houses.

COUNCIL BLUFFS, Ia.

at the foot of the Missouri bluffs, 3 mls. east of the Missouri river, is one of the most important towns of Iowa, having a population of some 21,000. It lies not far from the old meeting point of the Indian tribes; and here the Mormons tarried from 1846 to 1849, while on their way to Utah. 6 railways running west from Chicago meet here the Union Pacific line, and others diverge to the north and south.

DAVENPORT, Ia.

on the Mississippi, at the foot of the Upper Rapids, opposite Rock Island, Ill., is the fourth largest city of Iowa, having 26,872 inh. It is the grain depot of the upper Mississippi, and also an important manufacturing centre, situated in the heart of extensive bituminous coal fields.

Railroad: Chicago, Milwaukee & St. Paul; Chicago, Rock Island & Pacific.

DES MOINES, Ia.

selected as the capital of Iowa in 1855, is at the junction of the Des Moines and Raccoon Rivers, 120 miles West of Iowa City. Steam-boats ascend the Des Moines to Fort Des Moines, which was in former days the remotest outpost on the north-west frontier. As a United States military post, it was evacuated in 1846. The city, which contains some 50,000 inhabitants, is laid out in quadrilateral form, extending 4 miles east and west and 2 miles north and south, and is intersected both by the Des Moines and Raccoon rivers, which are spanned by 8 bridges. The State-House, the State Arsenal and the U. S. Post Office are the most remarkable public buildings; there are also the Christians own Drake University, the University of Des Moines, founded in 1860, Calianan College and two medical colleges.

Railroads: Chicago, Burlington & Quincy; Chicago & North Western; Chicago, Rock Island & Pacific,

Chicago, St. Paul & Kansas City; Des Moines & Kansas City; Des Moines & Northwestern; St. Louis, Des Moines & Northern.

Agents of the North German Lloyd: *Frank S. Wells*, Des Moines, Iowa. *W. W. Williams*, Des Moines, Iowa.

DUBUQUE, Ia.

Is upon the banks of the Upper Mississippi, in the midst of a very picturesque country. It is, indeed, if we possibly except Iowa City, the most beautiful town in the State. It occupies a broad, elevated terrace, which stretches along the great river for miles. Many fine buildings are to be seen here. Numerous railways of the West find their way to this point. Dubuque is the oldest town in Iowa, having been settled by the French as long ago as 1786. Its population is more than 30,000, and is the third largest city of Iowa.

Railroads: Chicago, Milwaukee & St. Paul; Illinois Central; Chicago, St. Paul & Kansas City.

IOWA CITY, Ia.

Charmingly situated upon some oval bluffs on the Iowa River, about 80 miles from the meeting of that stream with the Mississippi. The site of the city was wilderness, in 1839, when it was selected as the seat of government, now moved to Des Moines. It had in 1839 a population of some 600 or 700 people, now increased to some 7,000 inhab.

Railroads: Burlington, Cedar Rapids & Northern; Rock Island & Pacific.

KEOKUK, Ia.

"The Gate City", is one of the most populous towns in Iowa, having a population of some 14,000. It has a pleasant site on a high bluff, on a long curve of the Mississippi, at the foot of the Lower Mississippi, 125 miles, below Iowa City. In 1840, there were a dozen huts here, surrounded by a deer forest, where 7 railways now converge, in a city of iron foundries and meat-packing houses.

MARSHALLTOWN, Ia.

314 miles from Chicago on the Chicago Great Western R. R. is a busy city of some 8,200 inhabitants near the centre of Iowa. Surrounded by rich agricultural lands, it is the market for a large section.

MUSCATINE, Ia.

Is upon the Mississippi, 100 miles above Keokuk, and 32 miles from Iowa City, having a population of some 12,000 inhabitants. It is the shipping point of an extensive and fertile country, and its lumber business is large.

Railroads: Burlington, Cedar Rapids & Northern, Chicago, Rock Island & Pacific.

OTTUMWA, Ia.

On the Des Moines River, is the largest city on the Chicago Burlington & Quincy R. R. between the Mississippi and Missouri Rivers. It has a population of some 14,000, busy in manufactures and in a trade amounting to \$ 6,000,000 yearly. It is situated in a very fertile country

and enjoys a good water-power from its river, which is here spanned by a large bridge. Ottumwa is 281 miles from Chicago.

SIOUX CITY, Ia.

The second largest city of Iowa with 37,800 inhab., a flourishing manufacturing and railroad center, and withal a lovely place of homes. It was laid out in 1854 at the bend of the Missouri, and covers a wide area of rich farming country with its commerce. It has extensive meat packing works and manufactories, including one of the largest flaxseed-oil mills, using 2,000 car-loads of flaxseed yearly. Over 25,000,000 bricks are made here yearly, and vast quantities of stoneware.

Railroads: Chicago, Milwaukee & St. Paul; Illinois Central; Ch. St. Paul, Minneapolis & Omaha.

Agents of the North German Lloyd:
Chas Evert, Sioux City, Iowa.

KANSAS.

The name "Kansas" is an Indian word which means "smoky water," and was originally applied to the Kansas or Kaw River, which runs through the State. The region now known as Kansas appears to have been visited by Spaniards in 1541 and explored by the French in 1719; it was a part of the Louisiana purchase of 1803, and afterward formed a portion of the Indian Territory. Organized as a Territory in 1854, it was admitted as a State into the Union in January 1861. Kansas has an area of a little over 81,000 square miles; it is 400 miles in length and 200 miles wide, and has a frontage of 150 miles on the Missouri River.

Kansas occupies the exact geographical center of the United States, midway between the two oceans on the east and west, and British America and Mexico on the north and south.

The State lies between 37° and 40° north latitude, and between 94°, 38' and 102° west longitude.

Kansas is distinctively a prairie State; its broad surface is diversified by an endless succession of valleys and woodlands. The Great Central valley is traversed by the Kansas, or Kaw River, which, inclusive of the Smoky Hill branch, extends the entire length of the State. Another broad valley is formed in the southern half of the State by the Arkansas river, while numerous lateral valleys on the north are formed by minor streams. In the southeastern portion lies the important Neosho valley and the smaller valleys of the Osage and Verdigris. In the extreme southwest

and along the southern boundary are the valley of the Cimarron and a network of the southern tributaries of the Arkansas. The northeastern quarter is enriched by numerous small affluents of the Missouri. The streams of Kansas are generally fed by perennial springs, and, as a rule, the eastern and middle portions of the State are well watered. The western part is more elevated and water is less abundant. The population of the State amounts to 1,500,000.

ABILENE, Ks.

Pop. 4,300; 163 miles from Kansas City; elevation, 1,093 feet; the seat of Dickinson County. Wheat and corn are the principal staples in this vicinity. Connections by rail are: A. T. & S. F. and C. K. & N.

ANTHONY, Ks.

Population, 1,806. County seat of Harper county.

It is situated at the junction of the Missouri Pacific and the Hutchinson & Southern, and at the western termination of the Frisco railroad, thus securing outlets to points north, northeast, east and southeast. The Hutchinson & Southern Railroad is a feeder for the Union Pacific, and its southern prospective point is Galveston, Texas. The district adjacent to the ground on which the city is built is an open, gently undulating prairie, with a fertile soil, suitable for the cultivation of all cereals, but producing chiefly at present good crops of wheat, oats and corn.

ARKANSAS CITY, Ks.

Population, 8,347. With the opening of the Cherokee strip, Arkansas City becomes at once a most important point. It is a thriving, busy place already, and the impetus which will be given it by the settlement of the new lands, will unquestionably increase its commercial importance.

A canal five miles long, running through the city, from the Arkansas to the Walnut rivers, affords a 15,000 horse power, which can easily be increased by enlarging this canal, and which already places the city at the front as a manufacturing center. The factories which depend on the canal for their power are the City Roller Mills, with a capacity of 300 barrels a day; the Plummer Chair Factory, Kirkwood Wind-mill Factory, mattress factory, Canal Planing Mills and electric light works. The city also contains the Danks Foundry and Machine Shops, two wholesale groceries and one wholesale dry goods store, a large hotel and an opera house.

ATCHISON, Ks.

Atchison was settled in 1854 and has a population of 26,758.

Atchison lies in a sort of an amphitheatre, its business center being in the valley of a creek, locally known as White Clay creek, and its residences occupy the hills which rise on either side.

It is within one hundred miles of the geographical center of the United States, and is nine hundred feet above the sea.

The territory included in the city proper is about two and one-half miles north and south, by two miles east and west. Its surface is irregular, rising from the low, level bottom ground of the creek to the bluffs and hills nearly two hundred feet high. The natural drainage is unsurpassed, and the high elevations furnish beautiful and healthful sites for residences.

The water supply of the city is in first-class hands, and is ample for all purposes.

The city is lit by gas and electricity, and its streets are well paved.

The Missouri river is here spanned by a steel railroad and highway bridge, by which six lines of railroad reach the city from the east. Seven railroads run west from Atchison, making thirteen in all; among them the Missouri Pacific.

Atchison's wholesale trade now amounts to more than \$60,000,000 annually. The city is a leading wholesale town of Kansas, her chief market being this State and Nebraska. The grocery trade stands first, with two firms at its head, doing between them seven million dollars of business, besides other smaller concerns. Lumber sales run up to thirteen million dollars. In grain, her elevators handle some ten million dollars worth of cereals. The output of flour from the four roller mills is about fifteen hundred barrels daily, when running full. The wholesale drug house sells over one million dollars worth of goods annually; the other lines of jobbing trade represented are hardware, notions, gents' furnishings, dry goods, tin-plate, produce, seeds, plumbers' supplies, coal, sash and blinds.

BELLEVILLE, Ks.

Pop. 4,300; eight miles from Lawrenceburg, the junction station.

BELOIT, Ks.

Pop. 2,000; 57 miles from Solomon on the Solomon Branch of the U. P.

CLAY CENTRE, Ks.

Town of 5000 inh.; 147 miles from Leavenworth: station of the Leavenworth Branch of the K. P.

CLYDE, Ks.

Pop., 2,150; from Junction City 56 miles on the Junction City & Fort Kearny branch of the U. P.

CONCORDIA, Ks.

Pop. 4000; from Junction City 71 miles on the Junction City & Fort Kearny Branch of the U. P.

ELLIS, Ks.

Railroad station of 1,350 inh., 303 miles from Kansas City, elevation 2,056 feet; an agricultural town.

ELLSWORTH, Ks.

Population, 2,000; from Salina 37 miles; elevation, 1,471 feet. It is the seat of Ellsworth county, situated on the north bend of the Smoky Hill river; settled in 1867. This was for many years a great shipping point for cattle, but the advent of the farmers has crowded the cattle-men—*further west*. The town has some large stone business blocks, a good hotel, and many fine buildings. The large grain elevator is an evidence that wheat has taken the place of cattle.

FORT SCOTT, Ks.

The county seat of Bourbon county; has a population of 11,946.

Fort Scott presents considerable attraction to manufacturers. It is the center of a country where nature has provided plenty of raw materials for factories, such as limestone for building and smelting purposes, cement rock equal to the Louisville, clay for all kinds of heavy pottery, fire clay, timber of all kinds in great profusion, sandstone flagging, flax, sugar cane, straw for coarser class of paper, the best of brick clay, broom corn. An inexhaustible supply of coal underlies the entire city; also natural gas wells abound in the neighborhood. The mines to the south yield abundantly lead and zinc.

This city is now one of the important railroad centers to the Southwest, being situated at the intersection of three great trunk lines, the Missouri Pacific, the Kansas City, Fort Scott & Memphis, and the M., K. & T. Eight lines in all center here. The Missouri Pacific has recently completed two more, and a belt line around the city.

It is an important jobbing center, being the source of supply for the mining and agricultural towns of the surrounding region. Its public improvements are complete, consisting of water works, sewerage, electric light plant, illuminating and fuel gas plant, telephone exchange, and every metropolitan convenience; several costly hotels, U. S. court house, normal school, seven public school buildings, four strong banks, aggre-

gating \$ 1,000,000 capital, seven newspapers, two journals, seven miles of street railway, soon to be increased and operated by electric power. Natural gas is found in considerable quantities at a depth of from 300 to 800 feet, and fuel and lighting are obtained at very small cost. The town is built in the valley of the Marmaton River, which furnishes ample waterpower for all purposes.

HAYS, Ks.

Population, 1,350; from Salina, 103 miles; elevation, 1,936 feet. Is the seat of Ellis county, named for the government post established here in 1867, situated about half a mile south, on a high plateau.

The citizens and settlers in the vicinity of Hays are mostly farmers. The county is well watered by the Smoky, Big Creek and the Salina.

Fort Hays. Is the headquarters of the 18th Infantry.

Connections. Mail hack: North six times a week, to Martin, 16 miles; Painsville, 10 miles, and Stockton, 15 miles. Also northeast to Catherine, nine miles, twice a week. To the southeast six miles to Munjor, and 14 miles to Pheifer, 14 miles, three times a week. Southwest 12 miles to Palatine, thence west 12 miles to Stockbridge.

HOLTON, Ks.

Town of 3000 inh.; 55 miles from Leavenworth; station of the Leavenworth Branch of the K. P.

HUTCHINSON, Ks.

The salt industry of Kansas centers at Hutchinson, which is the county seat of Reno county. Population, 8,682.

Hutchinson has five different railroad lines; a perfect system of street railways. Also a complete system of water works and electric lights. The city is supplied with a complete system of sewerage. The wholesale groceries and dry goods houses are among the largest in the West, and are doing a flourishing and rapidly increasing business. The business blocks and residences of the city are noted for their elegance and costliness.

The State Reformatory is located near here.

JUNCTION CITY, Ks.

Population, 5,000; from Kansas city 139 miles; elevation, 1,021 feet. Railroads: U. P. and M. P. Is the seat of Davis county, situated at the junction of the Smoky and Republican rivers, which form the Kansas; it is surrounded by lands of great fertility, are thickly settled and highly cultivated. The city has the usual number of stores, shops, hotels, etc., found in a place of its size, and is gradually accumulating wealth. The Junction City marble quarries, are located just to the north, under the bluffs.

Two-miles-and-a-half from Junction City is *Fort Riley*. 3000 men and about as many horses are quartered here. It is a cavalry and artillery school. The most imposing of the forty buildings it comprises, is the post administration building, containing a library and a lecture room besides the offices. A reservoir on the top of a hill has a capacity of 500,000 gallons of water. Fort Riley is worth visiting.

* KANSAS CITY, Ks.

Is situated on the sloping bluffs just across the Kansas river, and might well be called a suburb of Kansas City, Missouri. It is connected by motor cars, has a population of about 38,316, many of whom do business in Kansas City, Missouri, and have their homes here. The city is on a portion of the lands once owned by the Delaware Indians, who sold them in 1842 to the Wyandotte Indians, the remnants of a tribe from the state of Ohio. The lands adjoining the city are in a high state of cultivation, and large orchards of fruit are numerous. The Kansas State Institution for the Blind is located here.

LAWRENCE Ks.

Pop., 10,000; from Kansas City, 39 miles; elevation, 763 feet. The seat of Douglass county; named for the millionaire Lawrences, of Boston, Mass. The city proper is opposite the depot on the south side of the bridges. It is situated in the midst

of the richest and most fertile portion of Kansas, as well as being the most beautiful city in the state. The city has horse railroads and all the modern improvements. Settled in 1854. Raided by Quantrell's band August 21st, 1863, who burned the town, and murdered upwards of 100 unarmed citizens.

In the southern part of the city is located the State University, on the summit of Mt. Oread, from which point you look upon a very beautiful landscape, dotted in all directions with hundreds of farm houses. The Library of the University numbers 20,000 volumes. In the Natural History collections there are over 175,000 specimens. Snow Hall is the home of the Dyche collection of North American Mammals. The University is divided into five schools, Arts, Pharmacy, Law, Music and Engineering.

Connections by rail are: Southern Kansas and Atchison, Topeka and Santa Fe.

Another attractive feature of Lawrence, is Bismarck Grove, one of the grandest natural parks in the country. Art has added to its beauties, and now there are three beautiful lakes in it, fed by water works, on which are kept several row boats for the use of the visitor. Bismarck Grove has become famous for its fine herd of buffalo and deer, and hundreds of people visit the park to see the last remnant of the "Monarch of the Plains."

The United States Indian School, better known as the Haskell Institute, is located just outside the city limits. There are four very large buildings constructed so as to form a half circle, and here are being educated some for hundred Indian girls and boys, from about forty different tribes. It is an industrial school, and all must work at some trade a half day and go to school the other half. The boys are uniformed and the six companies form the Haskell Institute Battalion, which, headed by their band of Indian boys, makes an imposing appearance. Many visitors go out to the school to witness their weekly drills,

LEAVENWORTH, Ks.

is the oldest city in the State, population 18,800.

It is one of the termini of the Union Pacific; the Missouri Pacific and other railroads have stations here.

The city is situated on a high plateau on the west bank of the Missouri River, twenty-five miles above Kansas City, the site is rolling, and furnishes a perfectly natural system of drainage.

The surroundings are more than ordinarily picturesque. Fort Leavenworth is one of the most magnificent military posts in the country, and located there are the military prison and officers' "School of Occupation". "Sheridan's Ride", a lovely bit of winding road which creeps around the crest of the hills to the north of the Fort, was named in honor of gallant Phil when he was commandant of the post. There are numberless walks and drives in the spacious grounds of the Soldier's Home, located south of the city, where 1,200 veterans find sumptuous quarters. The subsistence department, one of the most important at the post, has charge of all the necessary stores for the Department of Missouri. The amount of rations issued through the post is about 80,000,000 pounds a year.

But there are advantages beyond pretty scenery. Leavenworth is situated in an exceedingly rich agricultural district; wheat and corn are produced in great abundance, and cattle-raising forms a very large item among the products of this section. It is not generally known that this modest, conservative city contains the third largest stove manufactory in the United States, or that she stands in the center of twenty-five miles square of coal. Experts estimate that the city is actually located on a surface covering 28,000,000,000 bushels of coal! There are three shafts now being operated quite close to the city, and these are dry and free from gas.

There are 110 manufactories in Leavenworth—immense works for the making of mill machinery, steam engines, bridge and iron work, and

all prospering. There seems to be no question as to the healthfulness of the climate or the very great natural advantages of Leavenworth as a manufacturing center.

MANHATTAN, Ks.

Is the seat of Riley county. Settled in 1854 by a colony of Ohio "pilgrims", who purchased a small steamboat at Cincinnati, steamed down the Ohio river, and up the Mississippi, Missouri and Kansas rivers to this place, where they settled in what was then a wild Indian country, living on their boat until buildings could be erected. The evidences of their enterprise and thrift can be seen on all sides. Manhattan has 3,100 inhabitants and is 44 miles from Topeka.

The Agricultural College of the state of Kansas, and a kind of experimental farm, is located at Manhattan. Congress, in its benevolent wisdom, endowed this college with a land grant of 81,000 acres, most of which has been sold, realizing nearly half a million of dollars. The institution has 400 acres fenced and cultivated; the greater portion is in vines and orchards of fruit of different varieties.

Connections: Union Pacific; Atchison, Topeka and Santa Fe; and Chicago, Kansas Nebraska Railroads.

MC. PHERSON, Ks.

Population, 3,200; from Salina 36 miles on the Salina Branch of the U. P.

MINNEAPOLIS, Ks.

Pop. 2,300; 23 miles from Solomon on the Solomon Branch of the U. P.

NEWTON, Ks.

Population, 5,605. County seat of Harvey county. It is a junction point on the Missouri Pacific and Atchison railroads.

Among the prominent industries of the city may be mentioned the roller mills, with a capacity of from 300 to 400 barrels per day; the cornice works and the carriage and buggy works, specimens of their handiwork being met with all over the West as far as the Pacific Ocean. Bethel College is located here.

OGDENSBURG, Ks.

Little town 55 miles from Topeka is of historic interest in the annals of the state, as being the place where the first territorial legislature, convened by Gov. Reeder, met to "save the country."

The place was settled in 1856.

Fort Riley. — Is both a railroad station and a government post, five miles beyond Ogdensburg. The station is for the fort, which is situated to the right, upon a high plateau; established in 1852, in latitude 39° north, 96° 30' west. The post was first known as "Camp Center," being situated in the geographical center of the United States. The post is the headquarters of the Seventh cavalry.

OSAWATOMIE, Ks.

Population, 2,662. The Kansas State Insane Asylum is located at this place. It is a magnificent structure, has over five hundred inmates, and gives employment to over eighty officers and attendants.

Natural gas has been developed by the Pennsylvania Gas and Mining Company. Several wells have been put down, and at a depth of four hundred feet a splendid flow has been found, which is of sufficient quantity that the city and also the asylum are supplied with fuel.

OTTAWA, Ks.

Population, 6000. The Missouri Pacific has large establishments here, including a Railway Hospital. There are various manufacturing enterprises such as an oil and paint mill of fair capacity; three grain elevators, two foundries, two planing mills, and a soap factory. "Forest Park" is the pride of the city. It is splendidly improved, and fitted up with buildings of various kinds, wherein are held the county fair and the widely known Chautauqua Assembly.

RUSSELL, Ks.

Population, 1,800; from Salina, 77 miles; elevation 1,765 feet. Is the seat of Russell county, settled in 1871, by a colony from Ripon, Wisconsin. It is situated about four

miles south of the south bend of Salina river, surrounded by rich lands, well settled and cultivated.

The Victoria colony is located 16 miles west of Russell. Established by the late Mr. George Grant, a wealthy Scotchman, who bought 30,000 acres of the railroad lands, sold a portion to the colony settlers and retained a large estate for himself. The lands have a rich soil, are easy to cultivate, and produce an abundant harvest.

The town and vicinity contains a population of about 1,200, the comfortable homes dotting the landscape in every direction, surrounded by well-tilled fields, horses, cattle and sheep.

SALINA Ks.

Pop., 6,500; from Kansas City, 186 miles; elevation, 1,163 feet. Is the seat of Salina county; settled in 1858. The surroundings are principally agricultural—wheat, corn, hay and general farm products. There are a few small herds of cattle and sheep in the bounty, and some extensive quarries of gypsum and fire and potters' clay; also several salt springs that are being volatilized for the production of salt; cottonwood, oak ash, elm and box-elder, skirt all the streams. Farmers are planting black walnuts in large quantities. The town contains several large grain elevators, large business blocks, hotels, newspapers and stores and shops of all kinds. The Salina river is crossed just before reaching Salina.

Salina is proud of her schools and colleges. The Normal University, the Kansas Wesleyan, controlled by the Methodist denomination, the St. John Military Institute, are all located here.

Railroads: U. P.; M. P.; A. T. and S. F.; C. K. and N.

SALOMON, Ks.

Pop. 2,100; from Abilene, nine miles; elevation, 1,111 feet. Is situated near the junction of Salomon and Smoky Hill rivers, in the midst of a fine agricultural section of country. Corn and wheat are the principal staples. Railroads; U. G. A. T. & St. F.; C. K. & U.

ST. MARY'S, Ks.

Pop. 2,800; from Topeka, 15 miles on the Kansas Pacific R. R. is an important place in some respects. The Jesuit Fathers visited this place nearly 50 years ago and established mission schools among the Indians. More recently they erected here large educational institutions. One for females is known as "The Seminary of the Sacred Heart." The building is to the north of the railroad, is of brick with stone trimmings, 100 feet front and four stories in height, completed in 1871. The college for males is adjoining, and can accommodate 1,300 students.

The country is thickly settled around about. Corn is the principal crop, though much wheat and vegetables are raised.

TOPEKA, Ks.

is the Capital of the State of Kansas and County seat of Shawnee county. — Four great Railroad systems enter the city: The Kansas Pacific, Missouri Pacific, A. T. & St. F^e and C. K. & N. Population 31,000. — It is the most important milling center west of St. Louis.

The United States Court House, Pension Office and Post Office Building, erected in 1882, at a cost of \$ 300,000, occupies a prominent corner in the business center of the city.

The new State Capitol is an imposing structure of native stone, standing within a very pretty miniature park. In another corner of the park is the handsome public library building, already well filled with library treasures.

The principal streets are from eighty to one hundred and thirty feet in width, and the residence streets are beautifully parked and shaded. Ten miles of street are paved with asphalt, stone, cedar blocks, and vitrified brick.

The State Asylum for the Insane is located west of the city, on spacious grounds, and occupies five immense buildings, recently erected, with all modern improvements.

The State Reform School is located on a fine farm of one hundred and

sixty acres, north of the city, and has four large buildings with accommodations for two hundred boys.

There are over one hundred church organizations in the city, occupying forty-eight church edifices. Many of these are magnificent structures, and the church property, is valued at \$632,000. The bishops of the Methodist Episcopal and Episcopal churches reside here, and preparations are made for the construction of an Episcopal Cathedral to cost \$250,000.

The Topeka Free Public Library occupies a beautiful building on the State House grounds, erected for its special use at a cost of \$50,000. It contains over 10,000 volumes.

State Library, owned by the State of Kansas, is one of the largest and best in the country, and is open to all during business hours.

Library of the State Historical Society is also kept in the State House. It contains 35,000 volumes, and is particularly rich in historical works.

Topeka has a large number of manufacturing and industrial establishments, although not dependent on water-power; it has also an excellent system of electric street railways. Its flour mills and elevators do a fine business.

The city is provided with water-works, gas-works, and electric lights. The handsome State Fair Grounds, two miles to the southwest, are connected with the city by electric and horse railroads.

Topeka is clean, well drained, and a healthy city. The climate is salubrious, and with the natural location and splendid sewer system, perfect drainage is obtained.

The city is well supplied with hotels.

There are 36 daily and weekly newspapers in Topeka.

WALLAS, Ks.

Population, 300; from Wa-Keeney, 99 miles; Denver, 219 miles; elevation, 3,286 feet. Is the seat of Wallace county, situated on the Smoky Hill river, and a rolling prairie, two miles northwest of Fort

Wallace, which was established here in 1866.

Time changes here from "Central" to "Western".

WAMEGO, Ks.

Pop. 2,000. From Topeka 28 miles on the K. P., a thrifty town, situated in the midst of a section of country well watered by small streams; it is thickly settled.

WICHITA, Ks.

The county seat of Sedgwick county, population, 23,850.

Wichita is one of the best railroad points in Kansas. It has no less than ten lines running to all points of the compass. The Missouri Pacific system gives her direct connection to Kansas City, thence east and north; also with Denver, Colo. It has likewise a line running into the southwestern part of the State.

The stock yards are now doing a fine, steady business. These yards were first opened in 1887. They had hardly got started when they were burned out on the 18th day of October. On the 1st day of November, 1888, they were again opened. They cover sixty acres of ground—fourteen acres under shedding. They have a capacity for 5,000 cattle and 10,000 hogs. They have 125 hydrants. The capital stock, \$600,000, is all owned in Wichita.

Wichita has every advantage of location. It is situated on the east bank of the Arkansas river, near the junction of that stream with the Little Arkansas, in the finest valley west of the Mississippi.

There are eighteen public schools, including a high school.

Wichita is located in the bosom of the great Arkansas valley, better known as the Happy valley, fifty

miles north of the Indian Territory line and two hundred miles west of any other city. By her fortunate location she holds the key to the trade of the great Southwest.

The city is lighted by electricity and gas, has a good sewerage system and telephone service.

WINFIELD, Ks.

Population, 5,184. Situated on an elevated plateau, in a rich agricultural county, Winfield commands the trade of a wide district, and is steadily advancing in commercial importance. Nine railroads center here. The city has all the modern conveniences—gas, water works, electric lights, street railways, etc.—and is especially well provided with educational facilities in the Southwest M. E. College and well conducted public schools. Here meets each year, in one of the most beautiful parks, the Chautauqua Assembly. All the religious denominations are represented and have commodious places of worship. In addition to the various manufacturing enterprises, a source of wealth is connected with the stone interest. The magnesia limestone, which is here in unlimited abundance, is pronounced the best for building and other purposes of any in the State. It is obtained with little labor and shipped to all points. Winfield is ornamented with it in her palatial buildings, and over seventy miles of flagging has been used in laying sidewalks. The Walnut river, upon which the excellent water works system is located, furnishes power to run a vast quantity of machinery and is a clear stream abounding in excellent food fish of various kinds. By this stream the city is furnished with perfect drainage.

KENTUCKY.

The first visit of Daniel Boone and his companions to the wilderness of Kentucky was about the year 1769, at which period the earliest settlement was made at Boonesborough. In 1776 Kentucky became a county of Virginia. A memorable battle was fought near the Blue Lick Springs, August 19., 1782, between the Kentuckians and the Indians — an unequal and disastrous conflict, in which the colonists were routed, with a loss of 60 men, among them a son of the gallant Boone. In 1778, Du Quesne, with his Canadian and Indian army, was bravely repulsed at Boonesborough. Kentucky came into the Union in 1792, being the second state after the Revolution. The Kentuckians have always been a martial race. They furnished for the War of 1812 three U. S. Infantry regiments, besides many regiments of hard-fighting military. To the Mexican war they sent 13,700 brave volunteers. During the Secession movement Kentucky at first stood aside, endeavoring to remain an armed neutral State, mediating between the combatants. She was a slave holding community, having the closest social and business relations with the South, but on the other hand her people loved the Union. A large proportion of the Kentuckians entered the armies, 91,000 of them fighting under the Stars and Stripes, and 40,000 under the Stars and Bars. Disregarding the Governor's profession of neutrality, the Confederates marched into the State. September

3, 1861 and the Federals September 7., and for years after Kentucky became again "the Dark and Bloody Ground".

The population of Kentucky was
in 1860: 1,155,684
" 1890: 1,858,635.

About one sixth of the population is colored.

Kentucky lies between $36^{\circ} 30'$ and $39^{\circ} 6'$ north latitude and between $82^{\circ} 3'$ and $89^{\circ} 26'$ west longitude. The name means "The Dark and Bloody Ground".

THE KENTUCKY-RIVER SYSTEM.

Kentucky is peculiarly blessed by its rivers, rising in the great Cumberland range, and passing through narrow canons and deep glens for many leagues, overlooked by castellated and cavernous rocks, and a rich vegetation of almost tropical luxuriance. The streams abound in eatable fish.

The Mississippi flows along the western frontier for 80 miles, the avenue of a mighty commerce, but with no important Kentuckian ports.

The Ohio river forms the entire northern boundary of Kentucky; thus giving her, with the aid of the many streams which come from the interior of the State into these great highways, the greatest possible facilities for the transportation of her staples to all markets.

The Kentucky River, like most of the streams here, is remarkable for picturesque beauty; its passage, in a course of 200 miles, northwest, to the Ohio, is often through

bold limestone ledges, ranged on either side of the narrow dark channel in grand perpendicular cliffs.

The Cumberland River is one of the largest of the tributaries of the Ohio. It has its source in the Cumberland Mountains, in the south-east corner of the State, and flows 600 miles, making a bend into Tennessee, and then traversing western Kentucky.

The Licking River flows from the Cumberland Mountains, 200 miles, into the Ohio; opposite Cincinnati.

Green River is about 300 miles in length. It rises in the eastern section of the State, and flows westward for some 150 miles, through the limestone regions and by the Mammoth Cave, finally entering the Ohio, nine miles above Evansville in Indiana.

Salt River, named in token of the Salt Springs which abound in its vicinity, enters the Ohio 22 miles below Louisville.

The Tennessee River rises among the Cumberland Mountains of Eastern Kentucky, and flows 70 miles within the limits of this State.

MAMMOTH CAVE, Ky.

Many and varied as are the natural beauties and wonders in Kentucky, the most strange and magnificent of them all remains yet to be seen in the social halls and chambers of the famous Mammoth Cave. At Glasgow Junction, 91 mls. From Louisville, all trains make connection with the Mammoth Cave R. R., running to the Mammoth Cave, 9 mls. distant, and allow a "stop over" to visitors. At the Mammoth Cave Hotel, near the cave entrance, guides, boats, etc., can be procured.

After exploring the ante-chambers and the Audubon Avenue, which is a mile in length, 50 or 60 feet high, and as many wide, we return and pass through the vestibule for a second time, entering the main cave or Grand Gallery, a mighty tunnel of many miles extent. The Kentucky Cliffs passed, we descend some 20 feet to the Church. This is a grand apartment, 100 feet in diameter, with a roof formed of one solid seamless rock, suspended 63 feet overhead.

Nature has supplied these solemn halls with a natural pulpit, and a recess where a mighty organ and a countless choir could be placed. Religious services have been performed in the dim religious light of torches, under this magnificent roof. The *Gothic Avenue* is reached by a *détour* from the main cave, and a descent of some 30 feet. It is two miles in length, 40 feet wide and 15 feet high. This place was once called the Haunted Chamber. Louisa's Bower, Vulcan's Furnace, and the new and old Register Rooms, are now passed in succession. The Gothic Chapel rivals all the marvels of the highest and nicest art, in the strength, beauty and proportions of its grand columns, and its exquisite ornamentation. The Devil's Arm Chair is a large stalagmite pillar, in the center of which is a spacious seat, grand enough for the gods. After passing numerous other stalactites and stalagmites, we look, in succession, at Napoleon's Breast Work, the Elephant's Head, and the Lover's Leap. This last scene is a large pointed rock, more than 90 feet above the floor, and projecting into a grand rotunda.

Just below the Lover's Leap, a *détour* may be made to the lower branch of the Gothic Avenue, at the entrance of which we may see an immense flat rock, called Gatewood's Dining Room; and to the right, a beautiful basin of water, named the Cooling Tub. Beyond is Flint Pit. Still pursuing our *détour*, we pass, one after the other, Napoleon's Dome, the Cinder Banks, the Crystal Pool, the Salts Cave, and a wonderful place, still beyond, called Annett's Dome, through a crevice of which a waterfall comes.

Reentering the main Cave or the Grand Avenue, we arrive, soon, at the Ball Room, where Nature has provided every necessary fitting of gallery and orchestra. Willie's Spring has its pleasant story, which will delight the wondering visitor until he is called upon for astonishment at the sight of the great rock, known, as the Giant's Coffin.

Here begin the icrustations, ever varied in form and character, which

are so much the delight of all visitors. The Giant's Coffin passed, we sweep round with the Great Bend. Opposite is the Sick Room. Hereabouts there is a row of cabins for consumptive patients.

The Star Chamber is a splendid hall, with perpendicular arches on each side, and a flat roof. The side rocks are of a light color, and are strongly relieved against the dark ceiling, which is covered with countless sparkling substances, resembling stars.

The Cross Room has a ceiling of 170 ft. span, and not even a single pillar to uphold it. The Black Chamber contains ruins which remind us of old baronial castle walls and towers. Through the Big Chimneys we ascend into an upper room, about the size of the main cave. Here are heard the plaintive whispers of a distant water fall; as we come nearer, the sound swells into a grand roar, and we are close to the cataract. To enter the place called the Solitary Chambers, by the way of the Humble Chute, we have to crawl upon our hands and knees for 15 or 18 feet beneath a low arch. Here is the Fairy Grotto, the character of which admirably realizes the promise of its name. The Chief City or Temple, is an immense vault 2 acres in area, covered by a solid rocky dome, 120 ft. high; other localities, in the direct passage of the cave, as in some of the many détours, are appropriately named the Steeps of Time, the Covered Pit, the Side Saddle, and the Bottomless Pit; the Labyrinth, the Dead Sea, the Bandit's Hall, and the River Styx, and the Rocky Mountains. Indeed, the entire nomenclature of the crowding objects rich and strange, would fill a volume. The visitor must put himself under the guidance of "Stephan," the immortal Prospero of the place, and see and hear all and all about, every thing for himself.

No more serious accident, it is said, than an occasional stumble, has ever been known to occur. Colds, instead of being contracted, are more often cured by the visit. Nowhere is the air in the slightest degree impure. So free is the cave from

reptiles of every kind, that St. Patrick might be supposed to have exerted his fabled annihilating power in its favor. Combustion is everywhere perfect. No decomposition is met with. The waters of the springs and rivers of the cave are habitually fresh and pure. The temperature is equable at all seasons at 59° Fahrenheit.

Thus, no one need, through any apprehension, deny himself the novel delight of a ramble along the 226 avenues, under the 47 domes, by the 8 cataracts, the 23 pits, and the "thousand and one" marvellous scenes and objects of this magnificent and most matchless Cave.

The Mammoth Cave was discovered in 1809, by a hunter in pursuit of a bear, and has for many years attracted visitors of all countries.

KENTUCKY MINERAL SPRINGS, Ky.

The mineral springs of Kentucky have been famous resorts for health-seekers during more than half a century.

The *Blue Lick Springs* is a watering place of high repute, on the Licking River, in Nicholas County. Easily reached by stage from Paris, a station on the Covington and Lexington Railway, 19 miles from Lexington; 80 miles from Covington, opposite Cincinnati. These springs contain soda, magnesia, lime, sulphuretted hydrogen, and carbonic acid, in combination with muriates and sulphates.

Drennon Springs (black and salt sulphur), are upon the banks of the Kentucky, in Henry County. They may be reached by steamboat from Louisville.

Poplar Mountain Springs are upon the Poplar Mountain top, in Clinton County, four miles from Albany. The scenery in this vicinage is of remarkable beauty. Upon Indian Creek, not far from the springs, there is a fine waterfall, of 90 feet perpendicular descent.

The *White Sulphur Springs* are in Grayson County, four miles from Litchfield. They are very numerous within a small area.

The *Tar and Breckenridge White Sulphur Springs* are in Breckenridge County, four miles from Cloverbright. They are readily accessible from the Ohio River. The Breckenridge coal is found in this vicinity.

The *Tar and Sulphur Springs* are upon Green River, in Davies County, near the "Old Vernon Settlements". There are other springs of reputation in this vicinity.

The *Esculapia Springs*, Chalybeate, and White Sulphur, are in a beautiful valley of Lewis County.

The *Fox and the Phillips' Springs* are in the abundant spring region of Fleming County.

The *Lettonian Springs* (sulphur), are upon the Bank Lick Road, near the Ohio River, and about four miles from Covington. This is a pleasant excursion point from Cincinnati.

The *Parroquet Springs* are near Sheppardsville, in Bullitt County. They are well-known saline-sulphur waters.

The *Salt Licks* are marshy glens containing water from springs made saline by flowing through salt-bearing sandstone. Here the wild animals used to come to lick the salt, and thousands of skeletons of elephants and muskoxen, mastodons and mammoths have been found about these primeval mineral springs.

THE SINK HOLES OF KENTUCKY.

Of these curious cavities or depressions in the surface of the ground, known as sinks, remarkable examples are found in Kentucky. Sinking Creek in Breckenridge County suddenly disappears, and is not seen again within a distance of half a dozen miles. Near Mumfordville, in Hart's County, there is a strange spring connected with a mill-pond, the waters of which overflow the dam every twenty-four hours, rising 12 or 15 inches, and receding to their ordinary level with the precision of the tides. Six miles east of the same town, there is a hole, in form like an inverted cone, which is 70 feet in diameter at the surface, and but 10 or 12 feet across, at a depth of 25 or 30 feet. Stones cast into this pit, give no indication of touching the bottom. There is yet

another extraordinary sink in this neighborhood, on the top of an elevation, called Frenchman's Knob. It has been descended by means of a rope, 275 feet, but without finding bottom.

COLUMBUS, Ky.

Near the mouth of the Ohio and connected by transfer, ferry-boats, carrying trains, with Cairo, which lies on the Mississippi, River 18 mls. beyond. Columbus, once celebrated as a fortress, is the chief Kentuckian Mississippi river port, situated on the slope of a high bluff, commanding the river for about five miles.

COVINGTON, Ky.

The second largest city of Kentucky, having a population of about 40,000; on the Ohio, facing Cincinnati, O., and connected with it by the famous suspension bridge, delightfully and advantageously situated like the metropolis of Ohio, to which it owes its prosperity, as most of the businessmen of Cincinnati have here their costly residences. Covington is built upon a broad and beautiful plain, very much after the topography of the great Ohio city opposite, to which, indeed, it may be regarded as suburb.

Railroads: Kentucky Central.

FRANKFORT, Ky.

The capital of Kentucky, on the east bank of the Kentucky River, 60 miles above its entrance into the Ohio, has a population of some 8,000. The site of the town is a deep valley, surrounded by precipitous hills. The State Capitol occupies an eminence, midway between the river and the upper end of the valley. It is a fine structure, built of marble quarried in the neighborhood. Here, too, is the State Penitentiary.

Railroads: Louisville & Nashville.

HARRODSBURG, Ky.

A town of over 3,000 people, and the oldest settlement in Kentucky, is upon an eminence near Salt River, about 30 miles below Frankfort and Lexington. Here is the seat of Bacon College, and of a Military Academy. The greatest attraction,

however, of Harrodsburg, is its celebrated mineral springs, which make it the most famous summer resort of all the country round.

Railroads: Louisville, New Albany & Chicago.

LEXINGTON, Ky.

The fourth largest city of Kentucky, 99 mls. from Cincinnati, and 94 mls. from Louisville, with about 22,000 inh. and the metropolis of the famous Blue-Grass country. It was founded in the year of the celebrated battle of Lexington, 1775, its settlers gave it the name of the heroic Massachusetts village. It is the seat of the former Transylvania, now Kentucky University, the first college west of the Alleghanies, founded in 1780, at Danville, and moved to Lexington in 1788.

Lexington is the greatest Horse-market in the State. Horses are sent from this favored region to Australia and New Zealand, England and France, Germany and Spain.

Railroads: Cincinnati, New Orleans & Texas Pacific; Kentucky Central; Louisville, New Albany & Chicago; Louisville & Nashville; Newport News & Mississippi Valley.

LOUISVILLE, Ky.

Founded in 1778, by George Rogers Clark, and named after Louis XVI. of France, is the metropolis of Kentucky, with great and lucrative manufactories and trading enterprises. The Ohio descends here 26 feet in two miles, and steamboats pass around these rapids by a canal, built in 1826-31. This position, where Grass Creek enters La Belle Riviere, affords fine views from many parts of the terrace elevation of 70 feet, facing the picturesque Indiana Knobs.

Louisville had a score of inhabitants 1780, 1,000 in 1810, 70,000 in 1860, and above 160,000 in 1890. Since the war, "the Falls-City" has become the chief railroad and steamboat gateway of the southwest; and at the same time her annual product of manufactured goods has risen from \$ 15,000,000 to \$ 66,000,000.

By vote of the citizens, Aug. 4. 1890, an act of the Legislature was ratified,

providing for the establishment of a system of parks in and adjacent to the city. Ground for three such parks was purchased, and improvements begun under the supervision of Frederick L. Olmsted.

Tourists should visit Cave Hill cemetery, with note-worthy monuments, on an elevation from which a very fine view of the metropolis may be obtained.

The Louisville, Evansville & St. Louis R. R. is a direct line between Louisville and St. Louis (273 mls), and between Louisville & Evansville (122 mls). A double line of through vestibule trains are run between these points. Connection is made at Louisville with the Louisville & Nashville R. R. and the Queen Crescent-Route for all points East and Southeast.

Agents of the North German Lloyd:

Fred J. Hummel, 304 W. Main St., Louisville, Ky.

C. L. Monsch, Kentucky Trust Co., Louisville Ky.

MAYSVILLE, Ky.

A handsome, town nestled among the hills with a population of some 6000 on the Ohio River 60 miles above Cincinnati, and 60 miles northeast of Lexington, from Cincinnati by steamboat, founded in 1787. Maysville is upon Limestone Creek, whose name it formerly bore. The position of the town is in the midst of a varied hill landscape. It contains several remarkable public buildings, and some manufactories.

Railroads: Chesapeake & Ohio; Kentucky Central.

NEWPORT, Ky.

A handsome and lively town of Kentucky on the Ohio, facing Cincinnati, and separated by the Licking river from Covington, Ky., with a population of more than 25,000. It is delightfully and advantageously situated, on an elevated plain commanding a fine view, and ornamented and made attractive by shade trees. In the city and its suburbs, Jamestown and Brooklyn, are a number of fine residences, its schools are

noted for their excellence, and its mercantile and manufacturing interests are of importance. Several bridges across the Licking River connect it with its twin city Covington.

Railroads: Chesapeake & Ohio; Louisville & Nashville.

PADUCAH, Ky.

(Population nealy 14,000), is upon the Ohio, just below the mouth of the Tennessee, 340 miles from Louisville; 473 miles from Cincinnati.

Paducah bears the name of an Indian chief who once lived in the neighborhood.

Reached by the Newport News & Mississippi Valley R. R.

PARIS, Ky.

A wealthy and an attractive little city, surrounded by the paddocks of famous racers, on the Kentucky Central R. R., 79 mls. from Covington, in the celebrated Blue Grass country.

LOUISIANA.

The Louisiana of the seventeenth century extended from the Alleghanies to the Rocky Mountains, and from the Rio Grande and the Gulf to the dim regions which now constitute British America. It was first visited by Europeans in 1541. De Soto, the Spanish adventurer, with his followers, explored the coast west of Florida to the Mississippi river and beyond, and he visited the country on both sides of the river where now stands the city of New Orleans.

In 1673, Father Marquette and his Canadians, starting from Canada, descended the great river from Illinois to the mouth of the Arkansas. The river was again descended by La Salle in 1682, who took possession of the country in the name of Louis XIV., and for him named the land Louisiana.

On the 26th of September, 1712, the entire commerce of Louisiana, with a considerable control in its government, was granted to Anthony Crozat, an eminent French merchant. The grant to Crozat, so magnificent on paper, proved to be of but little use to him and of no benefit to the colony, and in 1718 he surrendered the privilege. In the same year, on the 6th of September, the charter of the Western, or Mississippi, Company was registered in the parliament of Paris. The exclusive commerce of Louisiana was granted to it for twenty-five years, and a monopoly of the beaver trade of Canada, together with other extraordinary privileges, and it entered

at once on its new domains. Bienville was appointed governor of the colony for the second time. He had become satisfied that the chief city of the colony should be situated on the Mississippi River, and, therefore, in 1718, New Orleans was founded.

The Western Company possessed and controlled Louisiana some fourteen years, when, finding the principality of little value, it surrendered it in January, 1732. In 1763 occurred an event which left a deep impression on the history of Louisiana. On the third of November of that year, France, by a secret treaty, ceded to Spain all that portion of Louisiana which lay west of the Mississippi, together with the city of New Orleans and the island on which it stands. The French inhabitants were astonished when they found themselves transferred to Spanish domination. Some of them were even so rash as to organize in resistance to the cession, and finally, in 1766 ordered away the Spanish governor, Antonio di Viola. In 1769 Alexander O'Reilly, the commandant of a large Spanish force arrived and reduced the province to actual possessions. The colony grew slowly from this time until the administration of Baron de Carondelet, but under his management, from 1792 to 1797, marked improvements were made.

On the first of October, 1800, a treaty was concluded between France and Spain, by which the latter promised to restore to France the province of Louisiana. France however, did not receive formal possession

until November 30, 1802. But France did not remain long in possession. The cession to her had been procured by Napoleon, and he did not deem it politic to retain such a province. In April, 1803, it was ceded to the United States, and on the tenth of March, 1804, the United States took possession. The price paid was 60,000,000 francs, besides \$3,750,000 for French spoliation claims.

In 1804, the territory of Orleans was established by order of Congress. The rest of the immense purchase was at first erected into the district of Louisiana; then in 1805 into the Territory of Louisiana, and in 1812 into the Territory of Missouri. At the time of the American possession, in 1803, Laussat, the French colonial prefect declares that justice was then administered "worse than in Turkey." It was based, to a large extent, on a draft of the Code Napoleon. By act of Congress in November, 1811, the inhabitant of the Territory were authorized to form a constitution with a view to the establishment of a State government. The bill having been passed, however, the constitution of 1812 was framed and adopted, and on April 30, 1812, Congress passed an act for the admission of Louisiana into the Union.

Three months after this, war was declared against England by the United States. The contest continued until the treaty of Ghent, December 24, 1814. But before the news of peace could cross the ocean, a force of 12,000 English soldiers, under Sir John Packenham, landed in Louisiana, and made an attack on New Orleans, which was successfully resisted by General Jackson with only 5,000 men, most of whom were militia from Tennessee and Kentucky.

The progress of the State from this time until the outbreak of the civil war was very rapid. Louisiana had a large interest in slavery. On account of the extensive cultivation of cotton, rice and sugar cane, and the consequent demand for labor, her slave population almost equaled her white. At the outbreak of the war Louisiana promptly took a position in favor of secession. Its

ordinance of secession from the Union was passed December 23, 1860, by a vote of 117 to 113. On March 21, 1861, the same convention adopted the Confederate Constitution, without submitting it to the people, and, in order to conform it to their State Constitution, passed amendments for that purpose. From this time until the close of the war the State Government was nominally in the hands of the Confederates.

In April, 1862, Farragut's command entered the Mississippi river. He succeeded in passing, and in silencing, Forts Jackson and St. Philip, which defended the approaches to New Orleans, and captured the city on the 25th of April, 1862. By July, 1863, all the Confederate strongholds on the Mississippi were reduced, the towns captured, and the river opened to navigation. In 1863, General Banks brought the Attakapas country into subjection to the United States, and, in 1864, other excursions into the region of the Red river were made by him with but partial success.

In April, 1864, a new constitution was drawn up preparatory to the act of readmission of the State into the Union. This constitution was ratified by the people in September, 1864. Under this constitution officers of the State were elected, but the general government refused to recognize the constitution. In December, 1867, another convention was called, and its constitution was submitted to the people to be voted upon according to the provisions of that act. This constitution was adopted March 6, 1868. Louisiana was again admitted to the Union on condition of her ratification of the fourteenth amendment. This was done on July 9, 1868, and on the 13th of the same month the government was transferred from the military to the civil powers.

The State is 290 miles from east to west and 200 miles from north to south. The area is a superficies of about 48,000 square miles, Louisiana being in extent about equal to North Carolina. It has 1,060 square miles of land-locked bays, 1,700 square miles of inland lakes and 540 of

river surface, which leaves 45,420 square miles of land area for the State.

The population of the State was in 1890 1,115,000.

ALEXANDRIA, La.

Alexandria is the county seat or capital of Rapides parish, in the State of Louisiana. The town is situated on the Red river, (one of the noblest streams of the State), and at the head of low water navigation. By river from New Orleans it is three hundred and sixty miles, and by rail, one hundred and ninety-six miles. Communication to New Orleans is by two trunk lines, both of which are transcontinental systems: The Texas and Pacific, and the Southern Pacific Railways. The town is almost the exact geographical center of the State.

The town has a population of 3,500, and is growing rapidly. Is within seven miles of the center of the State, and surrounded by very rich and productive sugar, cotton, fruit, stock and fine timber lands. Alexandria has a central sugar factory, cotton factory, carriage and wagon factory, foundry and machine shops, sash and blind factory, furniture factory, cotton seed oil mill, canning factory, wholesale houses, etc.

BATON ROUGE, La.

The capital city of Louisiana is on the Mississippi pleasantly situated on the last bluff, descending the river, it has a population of 10,500. It contains a State House, a State Prison, Arsenal, and the State Institution for the Deaf, Dumb, and Blind. There are many quaint old houses.

It is reached by the Louisville, New Orleans and Texas R. R.

NEW ORLEANS, La.

The principal city of Louisiana on the Mississippi, 106 miles from the Gulf of Mexico. It has about 250,000 inhabitants, of which $\frac{1}{4}$ colored.

New Orleans is an important railroad center. The Southern Pacific; Texas Pacific; Louisville & Nashville; Illinois Central; Louisville, New Orleans & Texas; New Orleans &

North Eastern; New Orleans & Southern have depots here.

Cars run through all the principal streets.

Carriage charges are \$1.00 per hour. From depot to Hotels 50 cts. each person. New Orleans is in constant communication with Gretna, Gouldsborough and Algiers on the other side of the Mississippi by Ferry-boats.

Regular steamboat service to all points on the Mississippi, Missouri and Ohio and to New York, Boston, Key West, Cuba, Mexico, England and Germany.

Theatres and amusements; the French Opera House cor. Bourbon and Toulouse Sts. is fitted up in the style of the Theatre Français, in Paris; The Academy of Music and the St. Charles Theatre in St. Charles St. are also well appointed. The Grand Opera House is in Canal St.

Esplanade and Rampart Sts., are the principal promenades of the French quarter. Splendid drives are to Lake Pontchartrain and up St. Charles Ave. through the residential quarter, Audubon Park and Carrollton. The finest building of New Orleans is undoubtedly the Custom House; the chief business apartment, called Marble Hall, is lighted by 50 windows; the Post Office occupies the first floor of the building; the whole structure is built of Quincy granite brought from the Massachusetts quarries. Another imposing structure is the U. S. Branch Mint at the cor. of Esplanade and Decatur Sts. At the intersection of St. Charles and Lafayette Sts. stands the City Hall, a most artistic building.

The City Library is on the opposite side of Lafayette Square. The Court Houses are in Jackson Square on the right and left of the Cathedral; they were constructed in the last century.

The Criminal Court and Jail are on Tulane Ave., the Howard Memorial Library is a handsome structure cor. Howard Ave. and Camp St.

Adjoining the Library is the Annex, occupied by the Louisiana Historical Association. The Young Men's Christian Association has quarters in St. Charles St. The

Masonic Hall cor. St. Charles and Perdido Sts., and Odd Fellow's Hall in Camp St. are imposing edifices. The principal commercial buildings are the Cotton Exchange in Carondelet St., the Sugar Exchange on the Levee, foot of Bienville St., the Board of Trade in Magazine St., and some office buildings. Among the church edifices the old Roman Catholic Cathedral of St. Louis on the West-side of Jackson Square is the most interesting; the paintings on the ceiling are by Canova and Rossi. The Church of the Immaculate Conception cor. Common and Baronne Sts. is in Moorish style. St. Patrick's, north of Lafayette Square, is a striking structure; it has a tower 190 feet high, modeled after that of the Minster of York in England. The First Presbyterian on Lafayette Square, is a fine Gothic structure, and the Temple Sinai in Carondelet St. is the splendid Jewish synagogue. One of the most interesting relics of New Orleans is the old Ursuline Convent in Chartres St., built in 1787. It is now occupied by the archbishop and is known as the "Archbishop's Palace". The Chapelle St. Roch, in the French quarter is worth a visit.

The principal educational institution is the Tulane University of Louisiana, its splendid buildings are situated on St. Charles Ave. opposite Audubon Park.

It was largely endowed by Paul Tulane the fund being managed by a Board of Administrators. The buildings are on a campus of 18 acres, and consist of a College of Arts and Science, Physical Laboratory, Chemical Laboratory, Mechanical and Electrical Laboratories, Drawing Rooms and Workshops, all having the latest approved appliances. The Medical Department of the University occupies the Richardson Memorial Building on Canal St. The great Charity Hospital, with its 700 beds and 6,000 patients annually, is its school of clinical instruction. The Law Department of Tulane occupies a building on the cor. of Dryades St. and Tulane Ave.

Among the parks and squares the most noteworthy ones are: Jackson Square, adorned with shrubbery and

beautiful trees. In the centre of the park, stands an equestrian statue of General Jackson. From the river entrance to the square are seen the imposing Cathedral and courts of justice.

In the first district is Lafayette Square, containing a splendid marble statue of Franklin. The City Park of about 150 acres is worth visiting. Audubon Park is in St. Charles Ave.; the great exposition of 1884 was held here. Horticultural Hall offers an exhibition of plants, and nearby is a grove of moss-covered oaks, which no visitor should fail to examine. A remarkable sight is the French Market, which comprises several buildings on the Levee, near Jackson Square. The best time to visit it, is between 8 and 9 o'clock on Sunday morning.

The commercial importance of New Orleans is best illustrated by a few statistical figures; it is the largest cotton market in the world next to Liverpool, receiving yearly 2,000,000 bales; it receives yearly 2,000,000 bunches of bananas, 30,000,000 pounds Texan and Mexican wool, 12,000,000 pounds of hides, and has immense exports of sugar, cotton, and rice.

Agents of the North German Lloyd:
A. K. Miller & Co., 303 Carondelet St., New Orleans, La.

Frank J. Orfila, 213 Carondelet St., New Orleans, La.

SCHREVEPORT, La.

The metropolis of Northern Louisiana, situated on the Red River, 326 miles from New Orleans, via the Texas & Pacific R. R., it is an enterprising city with 12,000 inhabitants, and stands in an alluvial valley of unexcelled fertility; its chief articles of export are cotton and cattle. The city contains a handsome Court House, some fine churches and a number of factories.

Steam-boats ply regularly to New Orleans.

MAINE.

In 1604 and 1605 Maine was first explored by Frenchmen; the territory was first called Acadia. The earliest settlement was made in 1607 by English colonists. From 1652 to 1819 the territory was known as "District of Maine" and governed by Massachusetts. Maine was the tenth State to enter the Union being admitted in 1820. In the Civil War the State of Maine furnished about 70,000 men to the federal army. The area of Maine is 33,040 square miles with a population of 661,086. The most important industries are the lumber industries, fisheries, quarries, and cotton and woolen manufactures. The production of granite is also important.

AUBURN, Me.

Manufacturing town of 12,000 inhabitants on the Androscoggin river reached by the Maine Central Railroad, 35 miles from Portland.

AUGUSTA, Me.

The capital of Maine, has 10,527 inhabitants, is situated on the Kennebec river, 63 Miles from Portland, near the mighty Kennebec-Damms, from which the manufactories derive their waterpower. The principal buildings are the magnificent State House, built of granite; a splendid view compensates the visitor for his trouble on the cupola of the State House. The Post Office, the Kennebec Arsenal and the State Insane-Asylum. The city is reached by the Maine Central Railroad.

BANGOR, Me.

The third largest city in Maine,

19,103 inhabitants situated 137 miles from Portland, on the Penobscot, at the head of navigation, 60 miles from the Atlantic Ocean. Bangor is leading center of the lumber industry. To be reached by the Maine Central Railroad.

BAR HARBOR (MOUNT DESERT ISLAND), Me.

Beautiful mountains, rising abruptly from the sea and sloping away again heavily wooded, to the shores of a placid lake in whose surface is mirrored the encircling hills; precipitous cliffs and mighty crags, against which the swelling ocean has dashed into foam and mist its assaulting billows for ages; silent and shadowy glens where the sweet voices of nature are undisturbed, and the immeasurable sea, stretching far away into fancy and imagination, are some of the beauties and attractions of this crowning glory of Maine's matchless coast, this little Switzerland afloat, the pride and delight of the northern seas, Mount Desert.

The prince of resorts located on this island is Bar Harbor. Other famous points in the vicinity are Southwest Harbor, Northwest Harbor, Sorrento, and Winter Harbor. Schooner Head, Great Head, Otter Cliffs, Anemone Cave, The Ovens, Newport Mountain, Eagle Lake, and Some Sound offer daily diversions to visitors.

BATH, Me.

A town of 8723 inhabitants on the Kennebec River, 12 miles from the Ocean. The principal industry is ship-building. To be reached by the Maine Central.

BELFAST, Me.

A prosperous maritime city of 5,300 inhabitants on Penobscot Bay. It is reached by the Belfast division of the Maine Central R. R.

BIDDEFORD, Me.

A thriving industrial town of 14,450 inhabitants on the Saco River 99 miles from Boston.

BOOTHBAY, Me.

The thriving village of Boothbay lies along the rocky hills at the head of one of the finest harbors on the Yankee coast, where sometimes three or four hundred sails of fishing vessels find shelter.

Shipbuilding and the deep-sea fisheries were for many years the support of this maritime people, whose vessels visited every American Atlantic port.

BRUNSWICK, Me.

A nice looking town of 6000 inhabitants on the Androscoggin River, 29 miles from Portland. The river forms here three water falls. In Brunswick the famous Bowdoin College is located, near the Railroad Depot. The College's Gallery contains about 150 pictures, some by Van Dyck, Rubens, Berchem, Brouwer, Hondeweter, Hogarth, Teniers etc. Mrs. Stowe, wrote here in 1851-52 Uncle Toms Cabin.

To be reached by the Maine Central Railroad.

ELLSWORTH, Me.

A town of 5,000 inhabitants and the county-seat of Hancock County. The most important buildings are the Court House, the Custom House, several banks and churches. It is an important center of lumbering and ship-building. To be reached from Portland by the Maine Central.

GARDINER, Me.

Town of 5,500 inhabitants, 56 miles from Portland, has important wood and ice industries. Reached by the Maine Central Railroad.

LEWISTON, Me.

The second largest city in the

State has 21,700 inhabitants and is situated on the Androscoggin River, 36 miles from Portland on the Maine Central R. R. It has important cotton and woolen manufactories. In the vicinity of the city are the buildings of the Maine Agricultural Society.

OLD ORCHARD, Me.

This old and popular watering-place possesses one of the finest beaches on the New England coast. It is crescent-shaped, six miles long, smooth and hard, and slopes with a gentle inclination to the water, furnishing a magnificent drive.

Old Orchard has an immense camp-meeting ground, which is largely attended during the summer months. To be reached by the Boston & Maine R. R.

POLAND SPRINGS, Me.

The springs are situated twenty-five miles north of Portland, and ten west of Lewiston, Me.

The fame of these wonderful waters has gone out over the world, and hundreds of thousands of gallons are shipped every year for home consumption all over the land. The curative power of the water is universally acknowledged. To be reached from Boston by the, Boston & Maine R. R.

PORLTAND, Me.

Portland is the metropolis and chief seaport of the State and has 36,425 inhabitants. The city is situated on a hilly peninsula in Casco Bay and has a deep and well protected harbor. Its export to the West-Indies and England is important. Portland is often called the "Forest City," because the streets are planted with trees.

The principal street is Congress Street running through the entire peninsula from the Western Promenade on Bramhall's Hill to the Eastern Promenade on Munjoy's Hill. On Munjoy's Hill stands a lookout offering a splendid view over the city and harbor, the White Mountains and Sandwich Mts. In Congress Street stands the City Hall, nearby in Middle Street the Post Office. A

very fine statue of Longfellow, who was born in Portland, stands on the square formed by the crossing of Congress and State streets. A War monument, by Franklin Simmons, is on Monument Square. Public buildings, worth enumerating, are the Custom House, near the Boston Steamboat Wharf; the Maine Historical Society, the Public Library, the Natural History Society and the Marine Hospital.

Portland is 116 miles distant from Boston by the Boston and Maine Railroad. Steamers ply regularly between the two cities and New York. Cars run through the principal streets to the Railroad Depots and suburbs.

The surroundings of Portland are beautiful. Excursion can be made to Evergreen Cemetery $2\frac{1}{4}$ miles; Falmouth Foreside 6 miles and to Cape Elizabeth in the south of the city, where Cape Cottage Hotel, 3 miles, the Ocean Home, 8 miles and the Twin Lighthouses are located. Casco Bay contains hundreds of islands with fine forests and many of them are summer residences, as Cushing's Island, Peaks Island and Little Chebeague.

Agent of the North German Lloyd:
T. P. Mc. Gowan, Portland, Maine.

RANGELEY LAKES, Me.

The Rangeley Lakes are situated in the very heart of Maine's extensive primeval forests.

The surrounding scenery is wild and picturesque in the extreme.

The shores and surrounding mountains abound with game, both large and small. The lakes themselves are a veritable paradise for anglers. Thanks to the rigid laws of Maine, neither fish nor game suffer depletion, but are becoming more plentiful every year. The Rangeley Lakes are six in number, and bear such euphonious names as Oquossoc. Umbagog, Cupsuptic, Moosecumaguntic, Molechunakamunk, and Welokenne-

bacock, while Lake Parmachenee is but a short distance to the north

ROCKLAND, Me.

A town of 8,174 inhabitants on Owl's Head Bay, an inlet of Penobscot Bay. Its chief industries are ship building and limekilns. Rockland is the endstation of the Maine Central Railroad, 86 miles from Portland. Steamers run from Rockland to Boston, Portland, Bangor, Mt. Desert and the islands in Penobscot Bay.

SACO, Me.

An industrial town of 6075 inhabitants on the Saco River, 100 miles from Boston, to be reached by the Boston & Maine Railroad.

YORK BEACH, Me.

This famous old resort is situated nine miles northeast of Portsmouth, at the terminus of the York Harbor & Beach Railroad. The beach slopes gently from the cliffs behind, and affords very fine bathing and the best of fishing. Exquisite views of the coast and sea are outspread from the high cliffs which overlook the harbor.

The railroad from Portsmouth to the Beach passes through a portion of the Kittery Navy Yard, Kittery Point, York Harbor, and Long Beach.

YORK HARBOR, Me.

This beautiful harbor opens near the mouth of York River, where the singular rocky peninsula of Stage Neck (or Fort Head) forces the stream to bend away to the southward, just before sweeping into the sea. Upon this Nahant-like promontory stands the great Marshall House, with the ocean on one side and on the other the beautiful winding river, flowing between palegreen meadows and darker forest, fertile farms, and ruined wharves. On the outer side of the isthmus extends the Beach of Short Sands, where the perfection of bathing may be enjoyed. To be reached by the, Boston & Maine R. R.

MARYLAND.

The name of Maryland was given to the new Province "Terra Mariae" by King Charles I of England, in honor of his wife, Queen Henrietta Maria. The district was part of the large Dominion of Virginia, until Sir Georg Calvert, the first Lord Baltimore, the friend of the King, who had heard that the northern part of Virginia, beyond the Potomac, was a very fertile country, secured it for himself and his heirs, as a county palatine, with the first proprietary government in America, and the most liberal privileges ever granted to a colony. The first Lord Baltimore died, but his son, Leonard Calvert, sailed from England with 200 colonists in 1633 and settled first at St. Mary's, near Point Lookout) in 1635.

The City of Baltimore was founded in 1730, and the city of Frederick, in the rich limestone plain near the Catoctin Mountains, named for Lord Baltimore's son, in 1745.

At the outbreak of the great Civil War, Maryland, although a slave State, refused to join in the Secession movement and the Legislature voted neutrality. But many friends of the Confederates took an active part for the South and made a bold attack on the Union troops in Baltimore. This was the first bloodshed of the Civil War. During the years 1862 to 65 there were so many battles here that there is not sufficient room to relate all about them. Only to be mentioned are the bitter fights at Front Royal, Va., between the First Maryland Union Regiment and the First Maryland Confederate Regiment

46,638 Marylanders served in the U.S. Armies, and about 12,000 in the Confederate forces.

The population of Maryland was in 1860: 687,049, in 1890: 1,042,390 (218,004 Colored).

Farming utilizes more than half the soil of Maryland. Its farm-products include nearly 16,000,000 bushels of corn, 6,000,000 of wheat, 2,000,000 of oats, 2,500,000 of potatoes, 300,000 tons of hay, and 28,000,000 pounds of tobacco. But there are only a few cities, more than four tenths of all the population of the State living in the metropolis of Baltimore.

ANNAPOLIS, Md.

The capital of Maryland; on the Severn river, two miles above its mouth, founded by New England Puritans in the middle of XVIIth century and first named Providence. Afterwards the settlement received the name of Anne Arundel's Town, in honor of Lord Baltimore's wife, the daughter of the Earl of Arundel, and later of Annapolis. The city has only 7,604 inhab., but is interesting through its old church and residences, but especially by its State institution and the U. S. Naval Academy.

The State House dates from 1773 and is a large brick structure of graceful proportions, crowned by a dome, and surrounded by pleasant grounds. The State Treasury is a venerable building near the State House.

The State Library contains 80,000 volumes.

The United States Naval Academy for 250 cadet midshipmen and engineers, occupies a group of commodious buildings in a park of 50 acres, fronting the Severn river. It was founded in 1845 by George Bancroft, then Secretary of the Navy.

The emerald green campus of 20 acres between College Av. and College Creek, and near the Severn River and the U. S. Naval Academy, is the place of the celebrated St. Johns College.

ALTAMONT, Md.

A summer-resort on the extreme summit of the range, 2,620 feet above the sea.

BALTIMORE, Md.

see page 158.

BAY RIDGE, Md.

The most popular summer-resort of Maryland on the western shore of the Chesapeake Bay.

BLUE MOUNTAIN, Md.

The Blue Mountain House is located at Blue Mountain Station, in the Blue Ridge Mountains, Washington County Md., seventy-two miles west from Baltimore, and fifteen miles east from Hagerstown, on the main line of the Western Maryland Railroad. The location is a peculiarly suitable one for summer resorts, as it possesses not only a lofty altitude, with its attendant advantages, but is also surrounded by a region of country famous for the picturesqueness and beauty of its scenery. The appointments of the hotels are strictly first class in every detail. The season opens in June and closes in October.

To be reached by the Pennsylvania R. R. and Western Maryland R. R.

Chesapeake Bay. The largest American inlet of the sea, chief physical feature of Maryland and is 200 mls. long and 12 to 20 mls. wide, it is navigable for the heaviest ships. Its name comes from the Indian words "Gitchi Sipi" which means "Great Water." The Potomac

and the Susquehanna empties into the Bay. The latter, emptying near the head of the bay navigable only a few miles. The bay covers 2,835 square miles with more than 400 miles of coast line. The oyster-beds have a great value and cover immense areas in the estuaries and inlets. The Chesapeake oysters are the finest known, and the yearly product is 15,000,000 bushels, more than half of which is shipped from Cambridge and other places on the Eastern shore. Nevertheless Baltimore is the leading oyster-packing city of the world.

Voyage Down the Chesapeake. From Baltimore to Norfolk, Virginia, at the lower extremity of the Chesapeake, is a pleasant journey. Good steamers make it daily. It is a charming route, also, to Richmond, turning at or near Norfolk, into the mouth of the James River, and following the many devious miles of those winding and picturesque waters.

CAMBRIDGE, Md.

Is situated on the East Shore, some miles above the mouth of Choptank River into Chesapeake Bay. It is a flourishing city with about 5,000 inh. mostly busy in the oyster-trade.

CUMBERLAND, Md.

The second largest city of Maryland, on the upper Potomac, between Wills' Dan's and the Knobly Mountains, and near the deep gorge of the Narrows. The entrance to the city is beautiful, and displays the noble amphitheatre in which it lies to great advantage. Cumberland is the seat of large rolling-mills for the manufacture of steel rails, glass-works and a remarkable country - trade. Cumberland has a population of 12,729. Tourists will have good opportunity here to make round-trips to the Alleghany Mountains, by way of the Pennsylvania R. R., and Green Spring, a pleasant place on the Potomac river.

DEER-PARK, Md.

One of the most popular summer-resorts in the mountain region, about

2,500 feet above the sea, in the Alleghany mountains.

FREDERICK, Md.

The fourth largest city in the State, on Antietam Creek, a tributary, of the Potomac, 60 mls. west of Baltimore, where the mountains begin with the long Catoctin Range and the South Mountain. Founded in 1745, it was situated on the famous National Road, from Baltimore to Ohio, constructed early in this century, for a highway between the Ohio and tide-water. It has now a population of 8193, is busy in many trades and is aided by strong banks. The Institution for the Education of the Deaf and Dumb was opened here in 1868.

HAGERSTOWN, Md.

The capital of Washington County, Md., lies on the Antietam Creek, a tributary of the Potomac, 6 mls. beyond Mason and Dixon's Line. It is with its population of 10,119 (in 1890) the third largest city in Maryland.

HAVRE DE GRACE, Md.

On the mouth of the Susquehanna River at the head of Chesapeake Bay, is an old city of some importance because of its coal-trade. The bridge over the Susquehanna is a remarkable work of American engineering, it is $1\frac{1}{4}$ mls. long. The population of Havre was 3,244 in 1890.

OAKLAND, Md.

A very popular summer-resort in the Alleghany Mountains. 6 mls. beyond Deer Park and 54 mls. west of Cumberland. The town is nicely laid out, and has a respectable number of good frame houses.

OCEAN CITY, Md.

The leading sea-shore resort of Maryland on the Atlantic Ocean. It lies on the so-called Eastern Shore that part of Maryland east of Chesapeake Bay, which is for the greatest part a fertile alluvial plain of light sandy loam and clay, free from stones, dotted with forests of oak and chestnut, and traversed by the estuaries of the Choptank, Pocomoke, Nanticoke, Chester and Elk rivers.

OXFORD, Md.

A sea-port, watering-place and summer-resort on the eastern shore of the Chesapeake Bay.

THE MARYLAND AGRICULTURAL COLLEGE, Md.

In Prince George County, 8 mls. south of Washington, D. C., has a farm of 286 acres, its buildings on College Hill command a nice view. Chartered in 1856 and opened in 1859, it is the second existing college of agriculture founded in America.

TOLCHESTER BEACH, Md.

See, "Ocean City".

BALTIMORE, Md.

The metropolis of Maryland has several railway stations:

Camden Station on Camden near Howard Streets is the local terminal of the Baltimore and Ohio Railroad.

Union Station on North Charles Street is the depot for the Pennsylvania Railroad, the Northern Central, the Philadelphia, Wilmington and Baltimore, the Baltimore and Potomac and the Western Maryland Railroads. The Western Maryland has its main depot on Hillen Street. The station of the Baltimore and Lehigh Railroad coming from Long Green, Belair, and York, Pa., is on North Avenue. The Northern Central has a station on Calvert Street.

Baltimore is 184 miles distant from New York and 39 miles from Washington.

The city is also reached from the towns of the Eastern Shore of Maryland and from Philadelphia, Boston and Savannah by numerous steamboat lines, whose wharves line Light street and the adjacent water front.

The North German Lloyd runs weekly a steamer direct from Bremen to Baltimore. Its docks are on Locust Point, which is connected by ferry with the foot of Broadway.

The general Agents of the North German Lloyd are Mess. A. Schumacher & Co. in South Gay Street.

The senior partner of the firm, Mr. G. A. von Lingen, is the German Consul.

For all banking transactions *Middendorf, Oliver & Co.*, bankers and brokers, No. 213 E. German St. are to be recommended.

Conveyances: The street car system of Baltimore is one of the most extensive in the country, affording quick and easy access to every section of the city. Fares 5 cents for adults and three cents for children. A polite inquiry addressed to the first policeman encountered will always secure the quickest and best route.

Hansom, cabs, coupés and carriages meet all important trains at the depots. Fare to Hotel 25 cents each person. The safest plan is to make terms before engaging the vehicle.

Hotels: Hotel Rennert, corner of Saratoga and Liberty Streets, is a finely appointed house in the Center of the City. Attentive service, very good cuisine, excellent view from the dome of the house. European plan from \$ 1.50 upwards strongly to be recommended.

The Stafford, an other first class hotel, finely appointed, located in the most fashionable part of the city.

Board and lodging can be secured in private dwellings at moderate rates in almost every section of the city.

Restaurants: *Rennert's*, corner Saratoga and Liberty Streets; *The Stafford*, restaurant of the hotel; Woman's Industrial Exchange, corner Charles and Pleasant Streets; Ditch's, corner North Avenue and Charles Street; Marshall's, corner of Calvert and German Streets are for ladies and gentlemen.

For gentlemen: Green House, on Pratt near Charles Streets; Mullin's, Liberty above Baltimore Streets; Helleys, North Eutaw near Baltimore Street.

Lunch rooms and coffee houses, are found in numbers in all the principal streets.

Turkish Baths. The best Turkish Baths in Baltimore are the Rowland Turkish Baths; for gentlemen in the Equitable Building opposite the Post-Office, for ladies 320 Saratoga St. near Eutaw.

Places of Amusement: *The Lyceum* on North Charles Street is a finely appointed theatre. *The Academy of Music* is a favorite resort; moderate scale of prices. *Ford's Opera House* on Fayette near Eutaw is a very good theatre; *Holliday Street Theatre*, opposite the City Hall is in the eastern part of the City; *The Monumental* in East Baltimore Street is devoted to the variety stage; *The Auditorium* in North Howard Street, melodrama. The Front Street Theatre is the most interesting from an historical point of view. During the winter season, a regular course of Concerts and recitals and semi-weekly lectures at the Peabody Institute.

Reading-Rooms accessible to the visitor upon request are: *The Peabody Institute*, the *Enoch Pratt Free Library*, on Mulberry near Cathedral Streets; *the New Mercantile Library*, in Charles near Saratoga Streets; *the Maryland Historical Society*, Saratoga and St. Paul Streets; *Young Men's Christian Association*, corner Charles and Saratoga Streets; *Maryland Institute Library*, in Baltimore and Harrison Streets.

The Peabody Institute and the Maryland contain art collections, open to the public.

During Lent, *M. William T. Walters* throws open his matchless *Art Galleries*, a nominal admission fee being charged for the benefit of the Poor Association.

A TOUR OF THE CITY.

To secure a general view of the city's arrangement, suburbs and harbor the visitor may go on the top of Hotel Rennert or Washington Monument. Starting out from the last named point walk out to Mt. Vernon Place and Monument Street to Eutaw Street. Take the Madison

Avenue cable car and ride to North Avenue. Walk over to Eutaw Place and down through the squares to Dolphin Street. Return to McMechen Street turning east to Charles Street. Take the Blue Line car and ride south to Calvert and Lexington Streets. See Battle Monument, visit New Court Buildings, Post office, Equitable Building, Law Building and City Hall. Go down North Street to Baltimore, thence west to Eutaw and Washington Monument.

The shopping and retail centre of the city is in Lexington and Baltimore and Eutaw Streets.

POINTS OF INTEREST.

City Hall. The various departments and bureaus of the municipal government are gathered together in the City Hall, a beautiful and imposing structure of white marble, located in the central section of the city. It is a fine specimen of Renaissance architecture, and occupies the entire block bounded by Holliday, North, Fayette and Lexington Streets.

Post-Office and Custom House occupies the greater part of the block bounded by Fayette, Lexington, Calvert and North Streets and was erected at a cost of over \$ 2,000,000.

Baltimore has the title "the Monumental City". This name is not derived from the number of its stone memorials, but from the fact, that it was the first city in America to erect a worthy tribute to the memory of George Washington.

Washington Monument is situated at the intersection of Mount Vernon Place and North Charles Street. It is a graceful Doric column, built of white marble. The base is 50 feet square and 24 feet high; the height of the column itself is 164 feet.

The shaft, surmounted by a striking figure of Washington, the work of Causisi, represents him in the act of resigning his commission at Annapolis. This statue is sixteen feet high and weighs sixteen and a half tons. The erection of the memorial was due largely to private initiative, the first steps having been taken as early as 1809.

The corner-stone was laid July 4,

1815. In 1827 the State of Maryland undertook the work and decided that the inscription upon it should be expressive of the gratitude of the State. A winding stairway, in the interior of the Monument, leads to a parapet at the top. The magnificent view afforded of the city, the harbor and the surrounding country amply repays the visitor for the slight fee and ascent.

Battle Monument is in Monument Square in front of the Post Office. It was erected in grateful commemoration of the gallantry of citizens of Baltimore who fell fighting at the battle of North Point. The shaft of the statue presents fasces, symbolical of the Union. This is ornamented with bas-relief, one representing the battle of North Point and death of General Ross, the other, the bombardment of Fort Mc Henry. The whole is surmounted by a Figure, symbolical of the City of Baltimore.

Wells and Mc Comas Monument is a plain marble shaft rising thirty-three feet above the ground, at the intersection of Gay and Aisquith streets. It was erected in 1873 to the memory of two young riflemen, Daniel Wells and Henry G. Mc Comas, to whom the death of General Ross, the British commander at North Point is attributed. Both men were killed.

Armistead Monument: is a marble block in Hill Park perpetuating the gallantry of Lieut.-Col. George Armistead, who commanded at Fort Mc Henry during its bombardement by the British in 1814.

North Point Monument: A small shaft marking the battlefield of North Point, seven miles from the city.

Columbus Monument: is the tall shaft to Christopher Columbus, situated on the grounds of the Samuel Ready Orphan Asylum, between North Avenue and the Harford road. It was erected in 1792 by Chevalier d' Ammour. This is the earliest Columbus Memorial in the New World.

Columbus Monument: Exactly one hundred years after the erection of the memorial described above, on the 12th of October 1892, a second

monument to Columbus was unveiled in Druid Hill Park. It is a present of the Italian residents of the city.

Poe Monument marks the remains of Edgar Allen Poe in the church-yard of the Westminster Presbyterian Church, at the south east Corner of Greene and Fayette streets.

Wallace Statue. A handsome replica of the heroic statue of Sir William Wallace has been erected in Druid Hill Park.

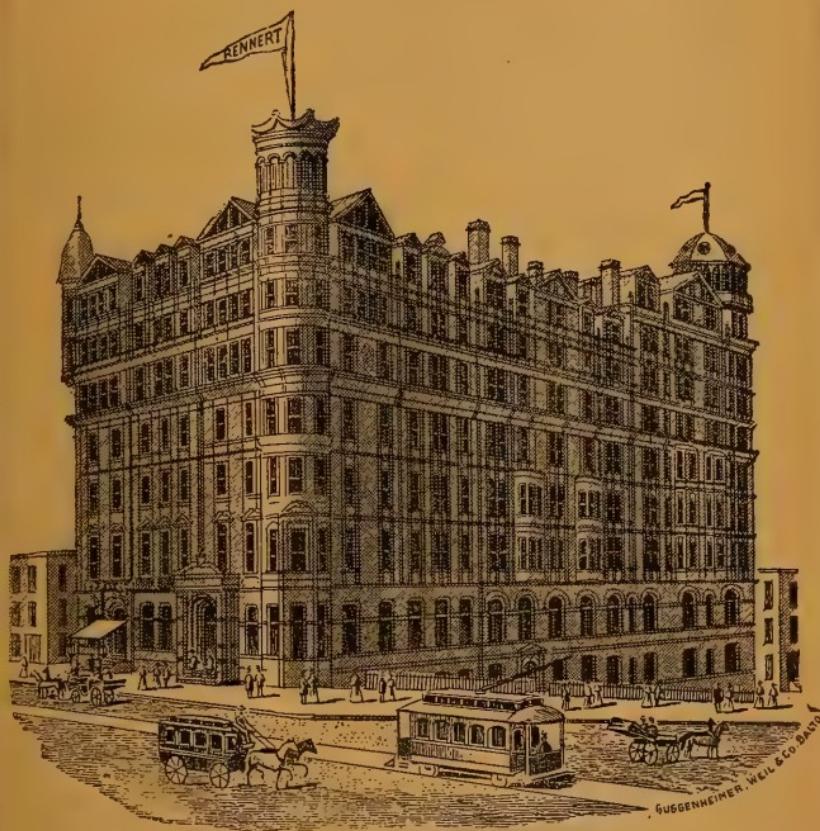
Washington Statue. Adjacent to the main entrance in Druid Hill Park stands a faithful reproduction in marble of Washington.

Wildey Monument on Broadway near Fairmount Avenue stands the monument to the memory of Thomas Wildey, the founder of American Odd Fellowship.

Ridgeley Monument, beautifully situated in Harlem Park, records the memory of James L. Ridgeley.

A fine bronze Figure of *Chief Justice Taney* stands in Washington Place opposite the Peabody Institute. A bronze statue of *George Peabody* is on Mt. Vernon Place; it is a copy of the Peabody statue in London. In Greenmount cemetery are the statue of *John Mc Donogh*, the founder of Mc Donogh School, memorials to *William Boyd Ferguson*, who lost his life in 1855 while nursing the sick during the terrible yellow fever epidemic; to *William Prescott Smith* and to *William R. Creery*, who was superintendent of the public schools of Baltimore. In the London Park Cemetery there is within the enclosure, where lie buried Confederate soldiers, the statue of a *Confederate Cavalryman*, erected to the memory of Marylanders who lost their lives in the service of the Confederacy. Not far away are monuments erected to *General James R. Herbert* and *General Harry Gilmor*, distinguished Maryland Confederate generals, and a memorial erected by the *Murray Association* to the fallen members of that command. On a pleasant eminence, at the north end of Bonnie Brae, a simple Doric mass marks the remains of *Captain John Gleeson*, a gallant member of the Fifth Maryland Federal Regiment.

HOTEL RENNERT

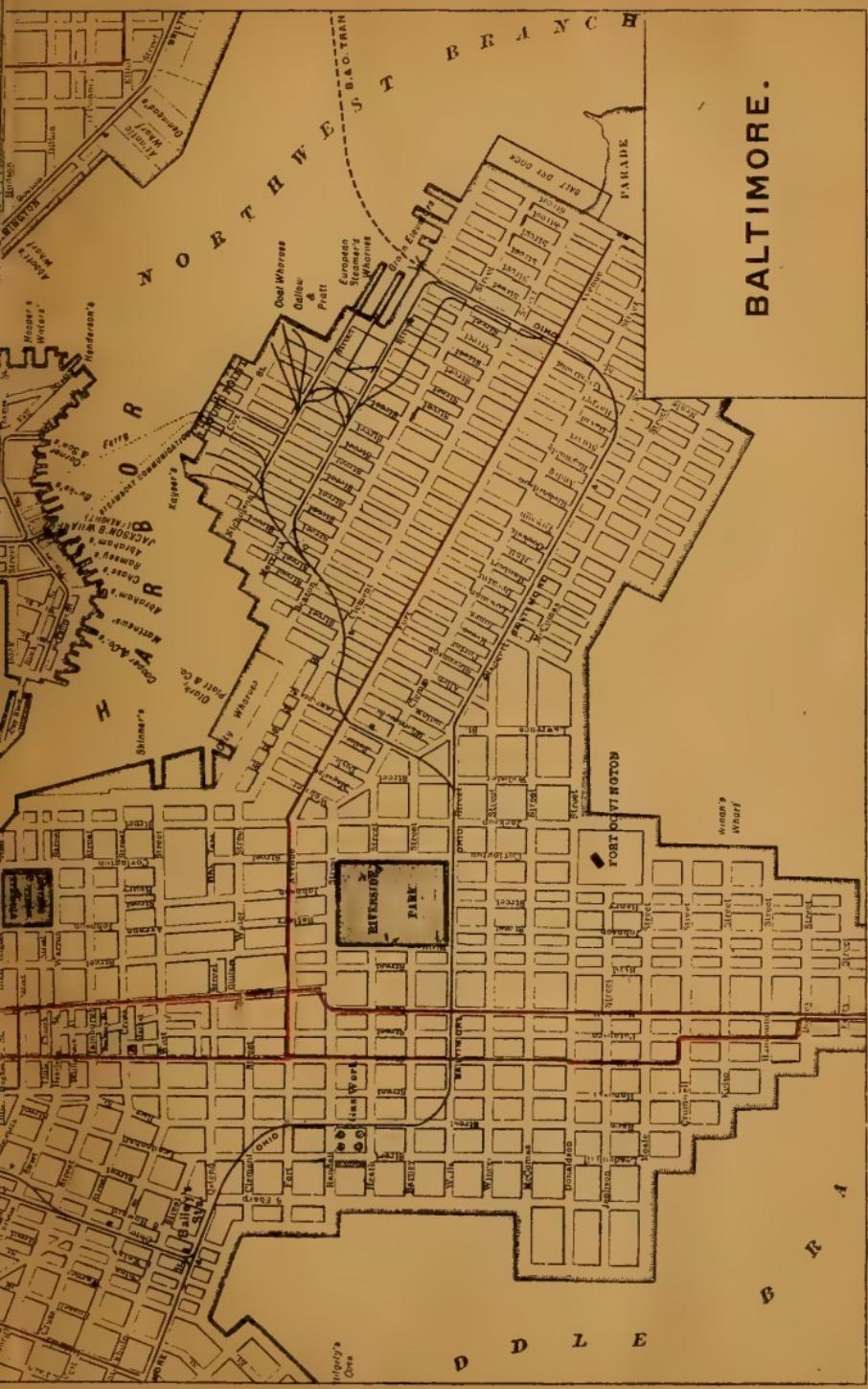


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BALTIMORE.



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BALTIMORE, Maryland.

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Baltimore, Md.

160d

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ARCHITECTURE:

The characteristic of Baltimore architecture is solidity and convenience.

To the buildings already mentioned, we believe the followings well worthy the attention of visitors:

Eutaw Savings Bank at the southwest corner of Eutaw and Fayette Streets.

Central Savings Bank corner Lexington and Charles Streets.

B. and O. Railroad Building corner of Calvert and Baltimore Streets.

Farmers and Merchants Bank corner Lombard and South Streets.

Mercantile Trust corner of Calvert and German Streets.

Scharf Building, corner Paca and Baltimore Streets.

Telephone Building corner of St. Paul and Bank lane.

Fidelity Building corner Charles and Lexington Streets.

Manufacturers' Record Building in Lexington Street.

Law Record Building corner St. Paul and Fayette Streets.

To be mentioned in this connection are also the buildings of the Johns Hopkins Hospital, the Johns Hopkins University, the Woman's College, Calvert Institute, Bryn Mawr School, College of Physicians and Surgeons, the Chamber of Commerce and the bridges that span Jones' Falls.

Baltimore is the seventh city in point of population in the United States. It is situated on the Patapsco River at the head of tide water and navigation, 14 miles from Chesapeake Bay. The city extends about $4\frac{1}{2}$ miles from East to West and $3\frac{1}{2}$ miles from North to South. It has a population of over 500,000, of which 70,000 are colored; about 100,000 people are of German descent.

The city is divided into two nearly equal parts by a small stream, Jone's Falls, which rises twenty miles to the north and flows entirely through the city. The part of the city north east of the stream is known as Old Town. Fell's Point and Canton are respectively the south and south-east ends of this section. The south western section is chiefly occupied by foreigners. Further to the north, east, and north-east, stretches square

after square of neat dwellings, occupied by artisans and bread-winners.

Taking up the section west of the Falls, Locust Point is first to be noted—an irregular strip extending to the south-east, with innumerable wharves, railroad terminals, and grain elevators, tipped at the very extremity by Fort McHenry. The south-western corner is Spring Garden and here again the social picture shades off into darker tints. Beginning at the water's edge on Pratt street, which forms the extreme northern limit of the Harbor, is the wholesale business section with its massive warehouses and concentrated mercantile life. A little beyond is Baltimore street, the chief latitudinal thoroughfare. Further on, and widening out a little to the west are situated the great retail establishments and shopping thoroughfares, while beyond and extending half way to the northern limits are found the fashionable dwelling sections and promenades of the city. The great body of citizens, from which Baltimore draws its strength and prosperity, occupies the north-western and northern sections, with the same outer border of cheerful, comfortable dwellings. Houses are numbered on the decimal plan, running north and south from Baltimore Street and east and west from Charles Street. "Baltimore is prominently a pleasant place to live in." Mr. J. H. Hollander, A. B. writes: "Not only is its climate temperate and invigorating, but the peculiar topographical arrangement of the region facilitates natural drainage and renders the city as healthful as picturesque. Municipal improvements have kept pace with advancing civilization. Just as Baltimore was the first city in the United States to be illuminated by gas, the first to aid the construction of a railroad, and the first to be connected with the outside world by electric telegraph, so now its water supply is unequalled in magnitude and purity, its parks and squares far-famed for natural beauty, and its police and fire departments of rare completeness and efficiency. Much has been written of the warmth of

Baltimore social life. The elements that constitute it evade analysis; but there is everywhere felt a characteristic spirit of heartiness and fellowship, that raises Maryland hospitality to the same pre-eminence as the beauty of its women and the excellence of its bay products."

Baltimore was founded in 1729. The name derives from the Irish Barons of Baltimore, to whom belonged the Colony. Maryland. 1768 it became a County Town, in 1780 an open port. From the close of the war up to 1820 its growth was phenomenal. During the war of 1812 the city was attacked by land and water, but successfully defended. Baltimore suffered much by the Civil War, but since has grown by mighty bounds into a great metropolis.

PARKS AND SQUARES.

The feature of which every citizen of Baltimore is proud of, is Druid Hill Park. The park has now an area of some 700 acres. It was acquired in 1868 by purchase from the Rogers family of the Druid Hill Estate. It had received its name from the groves of magnificent oaks. The park is provided with four entrances, a main entrance on Madison avenue, the Mount Royal avenue entrance, facing Oliver street, the Eutaw street entrance and the Druid Hill avenue entrance. The first two are adorned with handsome gateways. Immediately to the right of the main entrance is Druid Hill Lake, with a magnificent driveway of one and a half miles. In other parts of the park are reservoirs, a boating and skating lake, and a fish-pond. Many natural springs, as Edmund's Well, Crise Fountain, Silver Spring, adorned by graceful fountains out of which crystal streams bubble, are scattered throughout the park. There are many miles of carriage roads, varying from twenty to sixty feet in width, numerous foot paths and extensive bridle-paths. Nine groves, fitted with shelters and play-grounds, are used as picnic-grounds, permits for a day's exclusive occupation being issued by the Superintendent of the

Park. Grounds for base-ball, lacrosse and lawn-tennis are laid out for public use and carefully maintained in order. Two large buildings grace the interior of the park; the smaller, the Maryland Building, a relic of the Philadelphia Centennial Exposition, and the Mansion House, a general shelter house. A little beyond is a small zoological collection.

Adequate appreciation of this magnificent park involves both walking and driving. It contains beautiful spots, such as: Philosopher's Walk, Prospect Hill, Tempest Hill and the Dell. The exits of the park lead out upon the Reistertown and Pimlico roads.

The Park is reached by the Madison Avenue and Gilmore Street Cable Cars.

Patterson Park. — A beautiful stretch of highly improved land forms the favorite holiday retreat for the eastern section of the city. It has grown from a few acres presented for this purpose in 1827 by the man whose name it perpetuates. The main entrance on Patterson Park avenue is a striking marble gateway, and faces a large fountain with a basin fifty feet in diameter. Here the gardener's skill has had free scope, and as far as the eye can reach are seen symmetrical beds of flaming color. A conservatory containing a well-selected collection of plants is one of the chief attractions of the park. In the southeast corner is a large boat lake, which in pleasant weather is fairly alive with tiny crafts. Elsewhere are pavilions, refreshment rooms, seats and benches in abundance.

The park is of historic interest as containing the original earth-works thrown up in 1814 by citizen volunteers, when an attack on the city was threatened by the British under General Ross. The battery still remains; covered with velvety verdure, and surmounted by a high flagstaff.

A carriage-way extends entirely around the park, and passes the chief points of interest. There are also numerous walks for pedestrians. The park is reached by the cable cars of the Traction line, which

connect it with Druid Hill Park, five miles beyond.

Federal Hill Park. — In many respects the finest view of the city is afforded by an elevated plateau, eighty-five feet above tide, which forms the larger part of Federal Hill Park. It serves a practical purpose as the site of the Marine Observatory, used to signal the approach of ships. The grounds were purchased by the city in 1878. The base of the park covers eight and a quarter acres, and the plateau a surface of four and a half acres. Both are divided into walks and drives, and handsomely adorned with trees, shrubbery and flower beds. From the crest of the plateau it is easy to distinguish many of the prominent buildings of

the city, which extends about three sides of the park, while directly in front is the harbor and shipping. The park marks the site of the ramparts constructed by General Butler during the war, but now cut down and converted into extensive walks and drives.

The park is situated in South Baltimore, and is reached by the Blue line and by the Paca street cars.

Riverside Park. — In a line directly south of the park just described lies Riverside Park, a pleasant enclosure of seventeen and a half acres, overlooking the Patapsco River, Locust Point, Fort McHenry and the Bay as far as North Point. The Park is laid out in well-arranged walks and drives; entrances are

The Rowland Turkish Baths.



GENTLEMEN: Equitable Building, opposite Post Office
LADIES: 320 Saragota, near Eutaw St.

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BALTIMORE, MD.

located at the north western corners. Historically it is noteworthy as containing the earthworks known as "Fort Covington".

Harlem Park, located on the northwest side of Baltimore, is bounded by Gilmor & Calhoun Streets and Edmondson and Harlem Avenues. The park is remarkable for the richness of its gardening.

Eutaw Place is the most beautiful residence section of the City, close by are *Taney Place* and *Park Place Squares*. *Johnson Square* is bounded by Biddle, Valley, Chase and McKinn streets. Southwards are *Washington* and *Mount Vernon Squares*; they have a characteristic air of refinement and wealth. The plats are adorned with flowers, fountains and statuary. Of the last named the most noticeable are several

bronze pieces by Barye, representing Peace, War, Force and Order; a colossal lion by the same artist; Military Courage by Dubois, and a statue of Chief Justice Taney in heroic size. Westward lie *Perkins' Spring Square*, triangular in shape and bright with flower beds of various colors; *Lafayette Square*, faced by four churches, and always cool and shady; *Franklin Square*, differing little from the preceding; *Union Square*, with its magnificent leafy canopy of poplars and maples; and *Fulton Avenue*, a series of open squares extending from Franklin street to *Baker Circle*, a circular plot laid out in lawn. In the eastern and southern sections of the city are *Jackson Square*, at the intersection of Broadway and Fayette street; *Madison Square*, with a running

fountain and pleasant approaches; the *City Spring*, well shaded and carefully kept; *Ashland Square*, the site of the Wells and McComas Monument; and the *Broadway Squares*, extending from Baltimore to Gay streets.

EDUCATIONAL INSTITUTIONS.

Baltimore ranks as one of the foremost educational centers of the country. Beside the public schools personal philanthropy in the form of the *Peabody Institute* and the *Johns Hopkins University* has made Baltimore almost unique among modern cities. Among the public schools special mention is due to the *Baltimore Manual Training School* on Courtland near Saratoga Streets. It was the first school of its kind in the United States established as a part of a public school system. Later on a *Colored Manual Training School* was established on Fremont near Lombard Streets.

The *State Normal School* on the northwest corner of Lafayette and Carrollton Avenues, is devoted to the training of teachers of both sexes.

University of Maryland, corner of Lombard and Greene Streets. Founded in 1807 as a medical school, a faculty of Law was added in 1870 adjoining the Medical College in Lombard Street. In 1882 a Dental School was founded; it occupies a building adjacent to the University in Green street.

Johns Hopkins University is located in the heart of Baltimore. The various academic buildings are in the block bounded by Howard, Eutaw, Monument and Little Ross Streets. This University owes its foundation to the liberality of the Baltimore merchant whose name it bears.

The *Woman's College* is located in St. Paul Street near the First Methodist Episcopal Church.

St. Mary's Seminary of St. Sulpice is the oldest Catholic theological seminary in the country. It occupies a series of substantial buildings enclosed by a high brick wall, in the square bounded by Paca, Druid

Hill Avenue, Pennsylvania Avenue and St. Mary's Street.

Mc Donogh Farm School: On the Western Maryland Ry. is located one of the most remarkable boy's schools. It owes its existence to the philanthropy of John Mc Donogh, a wealthy merchant of Baltimore, who left a part of the income of his property for the establishment of a farm school. A farm of 835 acres was purchased and a good building erected. The boys perform the lighter work of the farm; a weekly paper is issued. Carpenter and machine shops are in operation, at the same time indoor studies are not neglected.

MEDICAL COLLEGES.

The following is a list of the medical Colleges in Baltimore:

College of Physicians and Surgeons, corner Calvert and Saratoga Streets. It exercises exclusive control over the Baltimore City Hospital and the Maryland Lying in Asylum.

The Baltimore Medical College in Howard Street, has control of the Maryland General Hospital.

The Baltimore University founded in 1884, comprises a School of Medicine, with dental and veterinary departments, and a Law School.

The Woman's Medical College is situated in Druid Hill Avenue corner of Hoffman Street. The Hospital of the Goods Samaritan is under its control.

The Baltimore College of Dental Surgery was the first dental college organized in the world. It is located on the corner of Franklin and Eutaw Streets.

The Maryland College of Pharmacy occupies the building at the corner of Fayette and Aisquith Streets. Notable among private institutions are:

Calvert Institute, corner Cathedral and Mulberry Streets.

Bryn Mawr School, corner of Cathedral and Preston Streets, the building is the gift of Miss Mary Garrett.

Academy of the Visitation, Centre Street and Park Avenue.

Oliver Hibernian Free School in North Street.

Loyola College (Jesuit Fathers) in Calvert and Madison Streets.

Mt. De Sales Academy. Frederick Road near Catonsville.

Notre Dame of Maryland on the Baltimore and Lehigh Rd.

INSTITUTIONS OF ART AND SCIENCE.

The Peabody Institute is the foundation of George Peabody, an American banker who had made the first part of his great fortune in Baltimore, between 1815 and 1836. It contains a library of about 100,000 volumes. It is open during all the fall and

winter months from 9 a. m. until 9.30 p. m. Above the Library is the Gallery of Art. Here is an extensive collection of antique casts, presented by the late John W. Garrett. In another part are reproductions of Renaissance and modern art from the same donors. The Rinchart corridor contains the original casts of portrait busts from the Roman studio of the American sculptor. The gems of the Gallery are a series of marbles and bronzes, the legacy of John W. McCoy, contained in the Clytie Room. The Picture Gallery contains some of the best specimens of American Art. Above the lecture

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BALTIMORE, MD.

hall is the Conservatory of music. In the large hall lectures and concerts are given during the winter season.

Walters Art Gallery. The galleries of Mr. William F. Walters, No. 5 Mt. Vernon Place, contain the finest private art collection in the country. The large parlors contain bronzes, cases of rare old silver, and groups of Royal Worcester, Dresden and Sevres. There is a chamber with furniture of the time of Marie Antoinette; another in the old Dutch style. Another upper room contains bronzes and water colors by Barye. In the dining room are rare French vases and bronzes. The first gallery at the rear of the house is lined with cases of porcelains. Famous in this room is the collection of 1400 specimens of the Chinese ceramic art, and the Japanese porcelains and

potteries. The Oriental Department contains some 200 bronzes, 200 metal objects of gold, silver, iron and copper; 150 swords, 300 sword guards, 400 other appliances of the sword, 500 ivory carvings, 500 lacquers.

The Gallery of Oil Paintings represents a complete index to the best art of this century. The religious sentiment of Ary Scheffer and the fiery spirit of Horace Vernet are followed by specimens of Delacroix and Delaroche and these by specimens of Jalabert and Yvon. There are four works by Gérôme, five by Millet, four by Rousseau, three by Corot, three by Fromentin, four by Daubigny, three by Dupré and a Troyon. French Art is also represented by paintings by Couture, Decamps, Glayre, Isabey, Saint Jean,

Plassan, Meissonier, Herbert, Schreyer, De Neuville, Detaille, Jacque, Van Marcke and Ziem.

Fortuny, Jiminez and Rico illustrate the Franco-Spanish school; Baron Leys' "Edict of Charles V", speaks for modern Belgian art; the Achenbachs, Preyer, Vautier and Hidemann represent Dusseldorf; Gallait and Clays, Brussels, Professor Muller, Vienna; Carl Becker and Knaus, Berlin; Millais, Alma Tadema and Boughton, England; and America is represented by Gilbert Stuart, A. B. Durand, C. L. Elliott, George A. Baker, F. E. Church, Eastman Johnson and H. Bolton Jones.

The water-color room opening from the first gallery contains water colors by Alma Tadema, Green, Fortuny, Meissonier, a drawing in india ink by Rousseau, and another in ink and pastel, together with statues by Rinehart and Palmer.

The Gallery is open to the public at a nominal fee, the proceeds of which are devoted to a public charity, every Wednesday in February and March, and Wednesdays and Saturdays in April.

Maryland Historical Society organized in 1844. It has a substantial building known as the Athenaeum Building on Saratoga near Charles Streets, an art gallery and a priceless collection of manuscripts, documentary records, volumes and pamphlets. The first floor is devoted to library and reading room. On the second floor are three connecting galleries filled with paintings and curios. There are three Murillos, two Rubens, a Rembrandt, landscapes by Adrian Vandenvelde, Moucheron, Snayres etc. Marines by Vernst, Brooking, Vandenvelde and Backhuysen and many good copies.

The Gallery is open from 10 A. M. till 4 P. M.

Maryland Academy of Sciences is in the Old Maryland Club Building and contains a fine collection of the fauna and flora of the state, besides minerals etc.

Maryland Institute is in a granite building in Baltimore and Harrison streets. It includes a library, a night school, and a school of design.

Charcoal Club: has its head

quarters over the Provident Savings Bank.

Decorative Art Society, an interesting display of artistic handiwork can always be seen at the rooms of this organization, 315 North Charles street.

Among the many libraries of Baltimore special mention must be made of the *Enoch Pratt Free Library*. This institution was founded by Enoch Pratt, a native of Massachusetts, who first became a resident of Baltimore in 1831. The central building is in Mulberry near Cathedral streets; five branch libraries are conveniently located in the different parts of the city.

Among the many hospitals and Homes of the city *The Johns Hopkins Hospital* is of chief interest for the visitor. It is in construction and equipment one of the finest in the world. The hospital can easily be reached by the Aisquith Street or Centre Street cars. On wednesday afternoon between 3 and 5 o'clock, guides are provided for the inspection of the institution. Churches are in all parts of the city for nearly every religion. Baltimore was the residence of Cardinal Gibbons. The Cathedral is located at the corner of Mulberry and Cathedral streets. Many of the Catholic churches of the City are worth visiting.

The oldest church in the city is St. Paul's, on North Charles near Saratoga Streets. (Protestant Episcopal) erected in 1702. Emanuel Church, corner of Read and Cathedral streets, is a striking Gothic edifice. The finest Presbyterian Church is the First, corner of Park Avenue and Madison Street.

The oldest Methodist Episcopal is the First Church, corner of St. Paul and Third streets.

The Associate Reformed Church occupies one of the most striking church structures in the city at the corner of Maryland Avenue and Preston Street.

INDUSTRIES:

Almost all branches of industry are prosecuted to some extent in

the city or its vicinity. Among these are ship building, iron and copper works, woolen and cotton manufactures, pottery, sugar refining, petroleum refining, distilling, saddlery, agricultural implement making, cabinet turning etc. In the vicinity of Baltimore the finest brick kiln, is found in the world, where more than 100,000,000 bricks are made annually. The Abbot Iron Works in the eastern part of the city has one of the largest rolling mills.

A peculiar industry of Baltimore is the packing of oysters in airtight cans and shipping them to all parts of the world. The oysters are taken from Chesapeake Bay. Fruits and vegetables are also packed the same way, the trade consuming from 20-30 million cans annually.

This city is one of the largest flour markets in the Union and carries on a large export trade in tobacco.

We direct the attention to one of the most modern industrial enterprises in the world, which has been inaugurated in the city by *The Lake Submarine Company*. This Company has constructed a Submarine Wrecking Boat, which enables the whole of the outfit including divers-

quarters in the air compressing plant, tools, winches, etc., to be placed at the bottom of the ocean in close proximity to a wreck; the many advantages of such a device, are obvious, and the details, as worked out by Mr. Simon Lake of Baltimore, are certainly full of interest. A wrecking boat containing a full staff of divers and all necessary machinery and tools for their work, which is capable of proceeding to the scene of a wreck under its own steam and sinking to a good working position alongside a sunken ship, where operations can be carried on uninterruptedly, is a valuable acquisition in salvage operations; such a submarine wrecking-boat is the Argonaut.

Special mention must be made of the *Keeley Institute*, the methods of which the government of the United States has adopted for the treatment of alcohol, opium, tobacco using. The Institute is located at 418 Madison Ave., but if patients prefer a Keeley Institute out-side of the city, the one in Greensboro, N. C. is recommended.

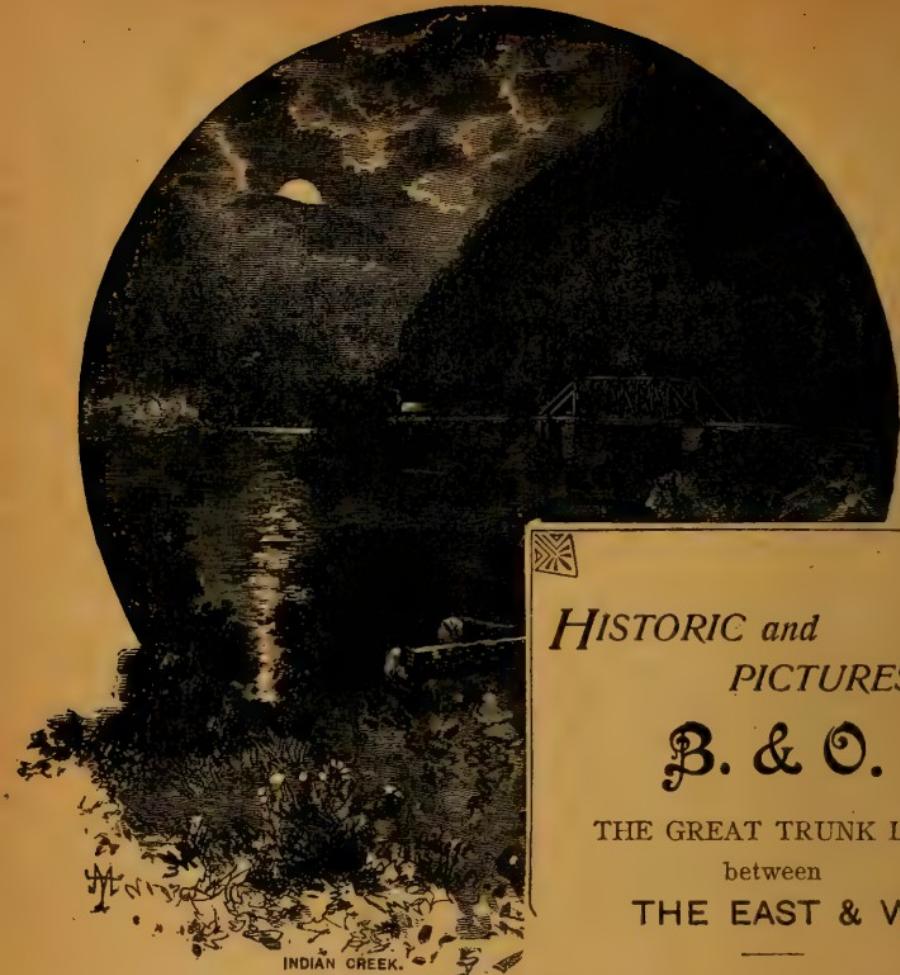
For those interested we mention the *Security Rupture Company* 346 Equitable Building, see advertisement.

Agents of the North German Lloyd:

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Arthur W. Robson, 133 E. Balto St., Baltimore, Md.

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A recent trip over the Royal Blue Line, New York to Washington and return, impressed the writer most strongly as to the wonderful possibilities regarding speed and luxury in railway travel in America. Having been in nearly every state in the Union and over a large part of Europe we are prepared to feel ourselves acquainted with railway transportation thoroughly, and while in no way failing to recognize the splendid service furnished the public by the great railway lines of America, the writer believes that he is stating nothing too strongly in saying that in his judgment there is not a service in the world, which taken as a whole will compare with the famous Royal Blue Line. Not only is the time via this line, the quickest ever made between New York and Washington, but with a road bed that is simply perfect, and an equipment so luxurious as to leave nothing to be desired, it furnishes no doubt the finest service of any line in the world.

Every train via the Royal Blue Line is vestibuled from end to end, and consists not only of the most luxurious parlor and sleeping cars ever

made by the Pullman Palace Car Company, but also of palatial day coaches far superior to the parlor cars run on many lines with smoking compartments fitted up with chairs and sofas, the same as in drawing room cars. Although the service is so superior and the time so quick, on no train are there any extra charges. To those who desire accommodations in the drawing room or sleeping cars only the regular additional charges are asked, and on all of the trains vestibuled day coaches are run open to the public, without any extra charges whatever. The dining car service attached to the principal trains is in keeping with the splendid character of the line's service and the cuisine equal to the best hotels of the country.

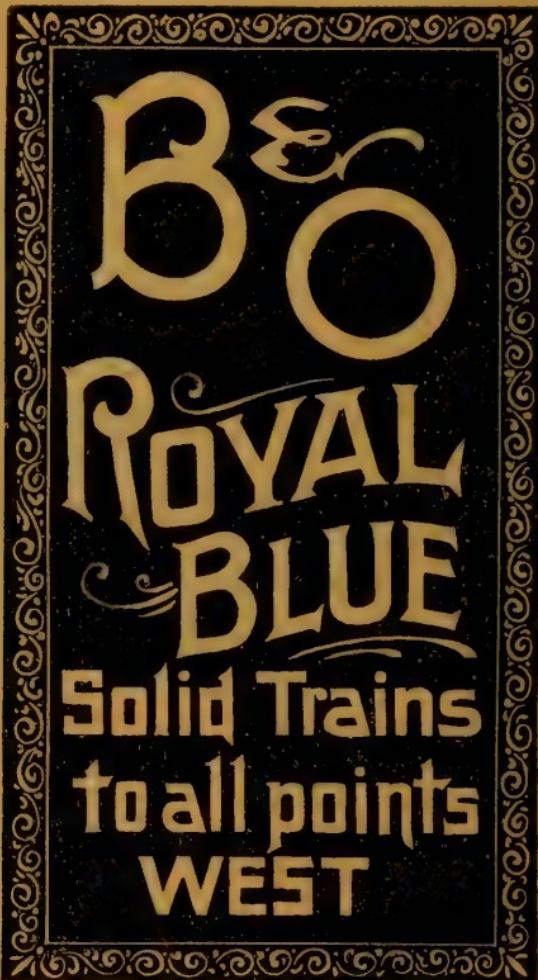


It is no wonder that the Royal Blue Line has attained phenomenal popularity, and it has not attained its position by any other reason than that it deserved it. It is so incomparably superior to any service ever inaugurated between the East and West, that it would be surprising if the public did not patronize it so liberally; certainly no one who wants the best should take any other, and when it is considered that for the finest service in the world no additional charges of any description are required, it should receive, as it does, the endorsement and patronage of the public.

The scenery crossing the Alleghany Mountains is not surpassed by any on the American Continent and certainly not by any in Europe.

Writing of a recent trip across the mountains of West Virginia a gifted Journalist says: —

"Twilight on the grade is grand. The mountain summits look like the bushy tops of trees. The sun has disappeared in a ball of fire at his "jumping-off-place", but the vivid lighting of the western sky by the still upturned illumining face below the horizon is in marked contrast to the gathering shades behind the rushing train. From shelf to shelf, from



crag to crag, from brink to brink we almost fly. Like a flashing transformation rendering almost past belief the fact that the scene is in the midst of the Alleghanies, comes a bit of landscape gardening with all the beauties of walks and hedges and bright hued flowers, a mountain brooklet tumbling through the centre — *Buckhorn Wall*, the most noted and most admired view that can be had from any known point in the Alleghany range. To enable the road to span the tremendous gorges, a massive wall of cut stone was erected for a distance of several hundred feet, and

more than a hundred feet above the foundation rock. As the river makes an abrupt turn at right angles, a deep canyon is opened up for miles. Range after range of mountains disappear behind each other. The shadowy outlines of single peaks steal out through the haze".



HEART OF THE ALLEGHENIES.

This beautiful scene is on the Baltimore & Ohio R. R. near Grafton, W. Va. The entire line from the *Potomac* to the *Ohio* is a majestic panorama of the grandest views on the continent and all endowed with historic interest.

MASSACHUSETTS.

Before the invasion from Europe Massachusetts was inhabited by several tribes of Algonquin Indians.

Before 1500, the Cabots may have cruised along the coast. Later came Verrazano and still later Pring, Champlain and others. In 1602 Gosnold established a colony on Cuttyhunk, one of the Elizabeth Islands. Twelve years later Capt. John Smith made a map of the coast.

John Endicott founded in 1626 at Salem the Massachusetts-Bay colony. In 1630 Gov. John Winthrop, and 17 shiploads of colonists came over seas, and the capital was transferred to Mishawum, which was named Charlestown, and later to the Indian cornfields of Shawmut, which was renamed Boston. In 1643 the colonies of Massachusetts, Plymouth, Connecticut and New Haven formed a confederation for mutual defence against the Indians and the Dutch. These United States existed till 1684 when the revocation of the colony charter dissolved them. In 1691 Massachusetts, Plymouth and Maine were united in one government, under the name of the Province of Massachusetts Bay in New England.

Parts of New Hampshire and Vermont were included in Massachusetts; Maine remained a part of it until 1820.

The Province of Massachusetts had about 250,000 inhabitants when the British Government began the aggressive acts which resulted in the Revolution, and the first battles of that conflict occurred on the soil of this State. In 1780 the State adopted

a Constitution and in 1788 it accepted the Federal Constitution.

When the civil War broke out, in 1861. The Massachusetts militia was the first to respond to the President's call for troops; 159,000 men enlisted in the Federal army. For the past 25 years the State has been prospering and changing its investments in navigation into manufactures and western railroads. The name "Massachusetts" signifies "Great Hills Place" or "at the Great Hills". The Bay State is a popular name from the ancient title of the Colony of Massachusetts Bay.

BERKSHIRE HILLS, Mass.

The nursery of poets, famous in song and story, celebrated for scenery of wondrous beauty, and esteemed for the health-creating purity of their atmosphere, are the Berkshire Hills, among the foremost of American summer resorts. Here is Lenox, perhaps the most ultra-fashionable mountain resort on the continent, and among the scores of other attractive places are Great Barrington, Stockbridge, Lee, and Pittsfield, all celebrated resorts.

To be reached by the New York, New Haven & Hartford R. R.

BOSTON, Mass.

see page 177.

CHELSEA, Mass.

Chelsea is connected with Boston by ferry and with Charlestown by a bridge over the Mystic river it has

28,000 inhabitants and possesses well known manufactures of tiles and pottery. Here are Woodlawn Cemetery, the Marine Hospital, the Soldiers Home, and the Naval Hospital.

FALL RIVER, Mass.

Has a population of 74,398 and is one of the large manufacturing cities of the State. It is situated on Narragansett Bay, and the steamers of the Fall River Line ply regularly between New York and this city; from here passengers are conveyed to Boston by the "Old Colony System" of the New York, New Haven & Hartford R. R.

Agent of the North German Lloyd:
James Duckett, 19 South Main St., Fall River, Mass.

FITCHBURG, Mass.

A busy manufacturing city of 22,000 inhabitants, Nashua River on which it is built affords a fine water-power. Its principal manufactures are cotton goods, paper, machinery and agricultural instruments. The city possesses a fine bronze Monument in memory of the Soldiers' who fell in the civil war.

GREENFIELD, Mass.

Nineteen miles above Northampton lies this beautiful village. The hill ranges in the neighborhood open fine pictures of the valley, and the vicinity abounds with delightful drives. Greenfield is one of the most popular resorts in the Connecticut Valley.

To be reached by the Connecticut Central & Fitchburg R. R.

GLOUCESTER, Mass.

Is thirty-one miles from Boston by the Boston & Maine Railroad.

It has a population of 25,000 inhabitants, situated on a noble harbor near the rocky tip of Cape Ann, which abounds in granite quarries. It is the foremost cod and mackerel fishing port in the world.

HOLYOKÉ, Mass.

Is on the Boston & Maine Railroad, eight miles from Springfield. It has the great water-power of Hadley Falls on the Connecticut River and is the foremost paper making city in the world, and has other profitable industries. Holyoke has 35,600 inhabitants and is well built; the City Hall is one of the finest in Massachusetts, and the Soldiers' Monument is very handsome.

LAWRENCE, Mass.

26 miles from Boston via the Boston & Maine R. R., on both sides of the Merrimac River, Lawrence is situated. It is one of the largest manufacturing cities in the State and has a population of 44,700. In 1845 a dam was thrown across the river, giving a fall of water of nearly 30 feet and furnishing power for the numerous manufactories located here.

Agent of the North German Lloyd:
H. E. Burckel, 24 Milford St., Lawrence, Mass.

LOWELL, Mass.

The third city of Massachusetts has 77,696 inhabitants and is situated on the Merrimac, at the mouth of the Concord. The Pawtucket Falls in the Merrimac, which have a descent of 30 feet, furnish good waterpower for the different manufactories and in consequence Lowell is one of the most noted manufacturing places in the Union. The principal public buildings are the Court House, the City Hall and several churches and schoolhouses.

To be reached by the Boston & Maine R. R.

Agents of the North German Lloyd:
Denis Murphy, 8 Appleton St., Lowell, Mass.

LYNN, Mass.

11 miles from Boston by the Boston & Maine R. R., situated on the shore of Massachusetts Bay. Lynn is surrounded by pleasing scenery. It is a flourishing city of

55,727 inhabitants and possesses a splendid City Hall and a fine Soldiers' Monument, besides some handsome churches and school-houses.

For more information see Boston, Mass.

NANTASKET BEACH, Mass.

Nantasket Beach has become celebrated as one of the finest ocean shores on the United States coast. It presents more of the elements which make up the grand, the attractive, and the complete in border scenery than are often found combined. Here the surf pours inward from the bosom of the great ocean, purifying and polishing its sandy beach till it glitters in the summer sun rays like a plate mirror. At the far west end of the beach are the clustering highlands and headland, in the midst of which repose Hull, with its outlying summer cottages dotting the hillsides, and its noted hostelries rising above the heights.

NANTUCKET, Mass.

Twenty-eight miles over the waters from Martha's Vineyard lies the curiously-shaped island of Nantucket. It is about sixteen miles wide, practically a little world in itself. Its shores are cut up into bays and promontories, and there are many beaches of white glistening sand, which afford excellent bathing.

To be reached by steamer from Marthas Vineyard & New Bedford.

NEW BEDFORD, Mass.

New Bedford undoubtedly possesses one of the finest, as well as the most picturesque, harbors on the Atlantic coast. The entrance to the harbor, lying between Clark's Neck and Sconticut Point, is strongly fortified, and the wharf frontage extends along the broad Acushnet for two miles.

New Bedford is a distributing center for the coal which goes to New England by water, as it is also the starting point for the steamer trip to Nantucket, Martha's Vineyard, and Cottage City.

It has pleasant neighbors in the pretty summer towns of Fairhaven, Mattapoisett, Marion, and Nonquit.

New Bedford is an important manufacturing city with 40,700 inhabitants. The yearly output of cotton-cloth of the place is estimated at about 5,000,000. New Bedford is reached from Boston by the Old Colony Railroad.

NEWBURYPORT, Mass.

An old historic town on the Merrimac river, three miles from the ocean. It has a population of 14,000, it possesses the beautiful High street and many quaint old Colonial Mansions. Nearby is the first Chain Bridge built in America.

NORTH ADAMS, Mass.

A thriving town with 16,000 inhabitants near the Hoosac Tunnel in Northern Berkshire, its cotton and woolen mills are important.

To be reached by a branch of the Boston & Albany R. R.

NORTHAMPTON, Mass.

Reached by the Boston & Maine Railroad. Northampton has 15,000 inhabitants and is said to be the most beautiful village in America, its streets are laid out with picturesque irregularity and abound in shade trees of noble size. Near the centre of the village is Smith's College for women, a large Art Gallery containing choice paintings and statuary, a large scientific building, a gymnasium and a music hall are connected with the college, the free Public Library is located in Memorial Hall which has been erected in memory of the victims of the civil war. Round Hill is on an eminence west of the village, Bancroft and Cogswell once had a boys school here. On this same hill is the Clarke Institution for deaf mutes, and nearby are the buildings of the State Lunatic Asylum.

NORTHFIELD, Mass.

This quiet and beautiful New England town is located in the

charming Connecticut Valley just south of the Vermont line.

PLYMOUTH, Mass.

A quiet but flourishing manufacturing town of 7,500 inhabitants on Cape Cod Bay. Its interest is chiefly historical and it will be forever famous as the landing place of the Pilgrim Fathers and as a site of the first settlement made in New England.

Plymouth Rock, on which the Pilgrims first landed, is in Water Street and is covered by a handsome granite canopy. Pilgrim Hall is in Court Street and contains the Public Library, Portraits and busts, and interesting relics of the early settlers of Massachusetts.

Plymouth is 37 miles distant from Boston via Old Colony System.

QUINCY, Mass.

A beautiful town of 16,723 inhabitants reached from Boston by the Old Colony System. It is noteworthy as the home of the Adams and Quincy families, and for its granite quarries.

SALEM, Mass.

A venerable town of 30,800 population and the site of the first permanent settlement in the old Massachusetts Colony. Many interesting historical associations cluster around Salem.

SPRINGFIELD, Mass.

136 miles from New York City on the N. C. R. in the State of Massachusetts. (Hayne's Hotel, \$2-3; Cooley's \$2 $\frac{1}{4}$; Warwick \$2 $\frac{1}{2}$) on the left side of the Connecticut River. It is renowned for the *United States Armory* located here in a Park, east from the Depot. Visitors are admitted on application at the office. Fine view from the tower.

Springfield has about 50,000 inhabitants. It is a nice city, well built up.

Agents of the North German Lloyd:
E. S. Batchelder, 492 Main Str., Springfield, Mass.

Bondi Bros, Springfield, Mass.

W. C. Gunn, 241 Main St., Springfield, Mass.

TAUNTON, Mass.

A prosperous manufacturing city with 25,500 inhabitants on the Old Colony System between Fall River and Boston. It is situated on the Taunton river.

Its principal manufactures are tacks, cotton goods, machinery and silver ware.

WALTHAM, Mass.

A flourishing manufacturing town of 18,700 inhabitants on the Charles river. The first cotton mill in the United States was erected here in 1814, the place is noted as the site of the Waltham Watch Company Works, which are the most extensive in the world. To be reached from Boston by the Fitchburg railroad.

WORCESTER, Mass.

190 miles from New York on the N. C. R. in the State of Massachusetts. Cars (5 cents) through principal streets; Cabs 50 cent.

Post Office in Pearl Street.

Worcester is the second largest city in Massachusetts about 100,000 population. Situated near the Blackstone River at the base of a range of hills. It is an important center of various industries: Machinery, iron-copper-and steel-wire; envelopes; shoes; pianos and organs.

George Bancroft was born in Worcester in Salisbury Street. At the end of this street is the "Salisbury Pond". Here are the Wire-Works of Washburn & Moen, well worth a visit.

Between "Millstone Hill" and "Bell Pond" runs Belmont Street to the large "State Insane Asylum" with arrangements for 1000 persons.

Returning to the Common and following Main Street the visitor passes several churches and comes to "Clark University" (1 $\frac{1}{2}$ miles) famous for its Chemical Department; and farther on to "Webster Square".

In Elm Street is the *Free Public Library*; in Walnut Street the High School, the *Natural History Society's Museum* is in Foster Street open from 9—5. Worcester has a *Polytechnic Institute*; the *Oread Institute*; and the *Rom. Cath. College of the Holy Cross* on Mount St. James in the South of the City.

Excursion can be made by electric cars to *Leicester* through *Cherry Valley*. A fine walk from Webster

Square to *Coës Pond*. Electric car to the beautiful Quinsigamond Lake two miles east of Worcester.

Agents of the North German Lloyd:

J. F. Healey, 396 Main St., Worcester, Mass.

Geo Y. Lancaster, 346 Main St., Room 820, Worcester, Mass.

O. F. Rawson, 391 Main St., Worcester Mass.

BOSTON.

RAILWAY STATIONS.

The New York, New Haven & Hartford Railroad occupies the "Old Colony Depot", corner of South and Kneeland Streets.

The Boston and Albany Railroad on Kneeland Street between Lincoln and Utica Streets.

The Boston and Maine Railroad has its depot at the new Union Station on Causeway Street, between Nashua and Haverhill Streets.

STEAMERS BETWEEN NEW YORK AND BOSTON.

Splendid boats ply between New York and Boston. In warm weather the journey is far more comfortable on the floating palaces of the Fall River and Norwich lines than by rail. Leaving New York in the evening the traveler reaches Boston in the morning at Park Square Station.

Many steamship companies carry passengers and baggage to other seaports.

Many summer excursion steamers leave at all hours of the day, during the season, for the various beach resorts.

Street cars pass through all important streets.

Baggage transfer and delivery is safely in the hands of the Armstrong Transfer Company. A uniformed agent of this company is on all the principal inward bound trains and at the wharves of incoming steamboats. The same company

operates 'coupés, carriages etc.' for the conveyance of passengers between stations or for tours. The delivery of a trunk costs 25 cents, a carriage for one person 50 cents; the driver is not allowed to carry a trunk beyond the entrance hall of the residence. We expressly warn giving up checks for trunks to any but a uniformed train solicitor or a regular office agent.

Hacks and Cabs are cheap in Boston; the charge is 25 cents for each passenger within specified limits. No charge is made for one trunk, but each additional trunk costs 25 cents. By the hour the price is \$ 1.—; the time must be reckoned going and coming, whether the cab returns empty or otherwise.

FERRIES.

Following is a list of the ferries plying between Boston and the surrounding shores:

Chelsea Ferry foot of Hanover Street to Chelsea foot of Winnisimmet Street.

North Ferry foot of Battery Street to East Boston or

South Ferry foot of Eastern Avenue to East Boston.

Boston & Revere Beach Railroad Ferry, 350 Atlantic Avenue.

HOTELS.

Boston possesses like all large American cities, very good hotel accommodations, one of the most

recommendable for good service, central location and fine appointments is the Copley Square Hotel.

It is situated near Trinity Church, the Art Museum, the New Public Library, and in close proximity to the principal theatres and the shopping center, cor. Huntington Ave. and Exeter St.

RESTAURANTS.

There are several hundred restaurants of all classes in the business section of Boston. Among the best are those of the leading hotels. Others specially to be mentioned are: *Marston's Restaurant* on Brattle Street for ladies and gentlemen, the largest restaurant in the city. *Fener's restaurants*, of which half a dozen are in the different sections of the city can be well recommended.

A very good German Restaurant is the one at 37 Elliot Street, owned by *Jacob Wirth & Co.* There are to be found imported Rhine Wines, French Clarets and the best imported beers.

Mc Donald's, 132 Tremont Street and 16 Winter Street, is popular with ladies.

Weber's 25 Temple Place.

Dooling's 157 Tremont Street.

Frost & Dearborn's 8 and 10 Pearl Street are of the same character.

The Winter-Place Hotel on Winter-Place is one of the finest Cafés in the city.

Hill's Restaurant, at the corner of Washington and Boylston streets is the rendezvous of lovers of sports.

Vercelli's 61 La Grange Street is the leading Italian Restaurant and patronized by fashionable Boston.

HISTORY OF BOSTON.

Boston is situated on a peninsula. The settlement made in 1630 by John Winthrop was first called Shawmut, afterwards Trimountain. To day the area of Boston is over 23,500 acres and the population over half a million. Early in the history of the city the people spoke of the

different sections of the town as the "North End", the "West End", the "South End". This "South End" is to day the "Central District". The other names are still in use.

The North End is now the quarter of the poorer classes, it includes Hanover Street, which is known as the Bowery of Boston. The street starts from Scollay Square and runs to Aspinwall's wharf. At the east of Hanover Street is the Italian quarter "little Italy", to the west, where the Hebrews predominate: "New Jerusalem".

The Central District is the business quarter; here are the public buildings, offices, hotels, theatres, newspapers, banks, railway depots etc.

The West End is the fashionable part of Boston; it includes the *Public and Common Garden, Beacon Hill* and the Back Bay. The finest street in this quarter is "*Commonwealth Avenue*", it is known as one of the most beautiful streets in the Country.

The South End is a residence district. There are some lively "retail trade" streets, the most important of which is Washington Street.

These four quarters constitute Boston proper. They are surrounded by the "Annexed Districts".

East Boston reached by street cars from Bartlett Street through Washington, Congress, State, Devonshire, Hanover and Battery to the ferry. It is a manufacturing center and filled with piers, dry docks, warehouses, mills, smoking establishments and coal wharves. East Boston contains also several parks:

Wood Island covers about eighty acres, (fine view of the harbor).

Belmont Square situated, where the forts of 1776 and 1814 were located.

East Boston is connected with the mainland by bridges at Chelsea and Winthrop.

South Boston is reached by the red car marked South Boston and "City Point". It may be taken at Union Station. Another car runs from Park Square and Charles Street. South Boston is also an industrial center. Here are great cordage works, sugar refineries, breweries, iron

works etc. Its pleasant places are on the hills near city Point; the foremost park is "Marine Park" with its beautiful promenades along the shore, the great pier, the statue of Farragut and its yachting stations.

Thomas Park, on Telegraph Hill, occupies the site of the "Dorchester Heights", on the west of which Washington planted the batteries which drove the British out of Boston in 1776. The spot is marked by a granite tablet. In Thomas Park is the famous Perkins Asylum for the Blind. In old Harbor Street is Carney Hospital.

Roxbury District can be reached by two ways. Street cars pass Rowe's wharf along Atlantic Avenue Summer, Washington, Eliot, Tremont streets to and through Roxbury. The other route is from East Boston Ferry via Hanover Street to Scollay Square and via Tremont St. to Roxbury Crossing. It is a nice residence quarter. In Eliot Square, into which Dudley, Roxbury and Highland Streets converge, stands the meeting-house of the "First Religious Society of Roxbury". The old Universalist Church stands near by. On the hill between Beech Glen and Fort Avenues, stands the Cochituate standpipe with fine view from the top. On the corner of Washington and Eustis Streets is the old graveyard, in which John Elliot is buried. In Dimock Street is the New England Hospital for Women.

To Dorchester District. The blue cars marked "Meeting House Hill", "Dorchester" start from Franklin Street. The other road via Grove Hall by the green car marked "Dorchester". It is a pleasant place for residences, owing to its picturesque hills fine water and land view.

The Charlestown District is reached via Bunker Hill or via Scollay Square. In this district, on Breed's Hill, is "Bunker Hill Monument". From the observatory on the top a fine view may be obtained. In the building at the base of the monument are memorials of the battle and a statue of General Warren. The bronze statue of Colonel Prescott occupies the spot where he is

supposed to have stood at the beginning of the battle.

The Navy Yard at "Moulton's Point" contains extensive parks, a parade ground, store houses, marine barracks, arsenal, a hammered granite dry dock, a museum, a library etc. The yard is open daily. Passes can be obtained at the main gate, at the junction of Wapping and Water Streets.

The West Roxbury District is the largest and most beautiful of the annexed sections of the city. Here are the great public parks. Jamaica-way, the Arnold Arboretum, Franklin Park, the Bussey Institute and Forest Hills Cemetery.

The Brighton District contains the Chestnut Hill Reservoir; a beautiful driveway surrounds this work, which covers 200 acres. When filled the basins hold 800,000,000 gallons.

GREATER BOSTON.

Lying within a radius of ten miles of the City Hall, Boston, are thirty municipalities whose interests are so closely identified with those of the city proper, and so continuous is the population of these sections that it is difficult to draw a boundary line and say where one leaves off or another begins. Within this metropolitan district are the eleven cities of Cambridge, Lynn, Somerville, Chelsea, Malden, Newton, Waltham, Quincy, Everett, Medford, and Woburn, and in these cities and the adjoining towns are the homes of thousands of people whose business interests are in Boston, and who daily come to their work in the city.

To all these places combined is given the name of "Greater Boston". Each of the different cities has its interesting Features; several are famous in special manufacturing industries: Chelsea for rubber goods, Lynn for shoes, Waltham for watches and Woburn for tanneries. All have also fine residence quarters and are connected with Boston proper by boulevards.

Brookline, south of the Back Bay district is famous for its drives and walks.

Cambridge known all over the world as the seat of the great university. Noteworthy are the printing offices, which, it is said, are the largest in America. *City Hall* on Main Street and the *Library* on Broadway and Irving Street are conspicuous pieces of architecture.

Historic is the "Old Elm"; corner of Mason and Garden Streets, under which Washington stood, when he took command of the Continental army in 1775. The tree is still there.

Newton: is the principal fresh water boating place.

Somerville with Prospect Hill and Winter Hill with the "old powder tower" constructed in 1775.

Medford is the seat of Tuft's College.

Lynn is the largest shoe manufacturing town in the United States and has a great electric industry.

Salem interesting for its historical associations. In the western part is "Gallows hill", where the execution of witches took place. The house where Hawthorne wrote "The Scarlet Letter" is still standing.

Another interesting building is the Ingersoll house dating from 1662. It is called "the house of the Seven Gables".

In Salem is a State Normal School, the Essex Institute and the East India Marine Hall with a fine ethnological museum.

Concord, nineteen miles from Boston is a picturesque old town. It is reached by the Boston and Maine Railway or by the Fitchburg Railway. In Concord the "Old Manse" the Concord Monument and the Davis Museum of relics in the old Court House, are worth seeing.

Forest Hills Cemetery is near the Forest Hills Station of the New York, New Haven & Hartford Railway. Electric cars run also to this beautiful burying ground. The gateway is remarkable. The cemetery contains many interesting memorials.

PARKS AND SQUARES.

Boston is surrounded by parks; the most prominent of which is the *Common*. The level ground east of Charles Street has been used from the very earliest times as a Parade-ground. The present area of the Common is about fifty acres, bounded by Boylston, Charles, Beacon, Park and Tremont Streets. Near the Park Street mall is the "Brewer Fountain". The "Soldiers' and Sailors' Monument occupies the hill by the "Frog Pond". The four bronze statues on the projecting pedestals represent *Peace*, *the Sailor*, *History*, and the *Soldier*. The four bronze reliefs between the pedestals represent: *The return from the War*, *The Sanitary Commission*, *The Departure for the War* and *The Departure of the Sailor from Home*. A Roman-doric column of white granite rises from the pedestal between the statues. The four figures at its base represent *the North*, *the East*, *the South* and *the West*. On top of the shaft stands the "Genius of America".

Near the Tremont Street mall stands the monument commemorating the "*Boston Massacre of 1770*". On the Boylston Street side of the Common is the old *Central Burying Ground*.

The *Public Garden* of about 25 acres forms a continuation of the Common. In the center is an artificial pond. It contains near Arlington Street an equestrian statue of *Washington*, by Thomas Ball. Near the statue is a fountain, whose basin is adorned by a marble: "*Venus rising from the Sea*". On the same side of the Public Garden is the monument commemorating "*The discovery of ether*".

The statue of *Edward Everett*, by W. W. Story, is on the Beacon Street side of the garden.

The cemeteries, which have more than a local interest are those at *Mount Auburn* and *Forest Hills*.

Mount Auburn Cemetery is the most widely-known cemetery in the country. It is situated partly in Cambridge, partly in Watertown and can be reached by street cars. It is filled with memorials to eminent people in all branches of life.

On the Boylston Street side stands the bronze statue of *Charles Sumner*. Near this is the statue of *Thomas Cass*, the colonel of the 9th Massachusetts Volunteers.

The new Public Park System comprises about 15000 acres.

We commence with the grounds between Copps Hill Burying Ground and the sheet of water, the confluence of the Charles and Mystic rivers. This is the newest of Boston's parks. At South Boston Point is *Marine Park* including historic *Castle Island*, with which it is connected by a bridge.

The next park is "*Franklin Park*" of about 600 acres. Among its features are: *Ellicott House* at the entrance to *Ellicott Dale*, the *Dairy*, *Sheepfold* and on the other side, the "Wilderness", the great "Playstead", the "Greeting" and the "Deer Park".

Carriages stand near the theatre at Blue Hill entrance. A seven-mile drive, taking in all the points of interest in the park, costs 25 cents.

The Arnold Arboretum is the largest tree museum in the world and should not be missed by any traveler.

Jamaica Park encircles Jamaica Pond and comprises 120 acres. The pond covers 70 acres.

Leverett Park, between Tremont and Perkins Streets is partly in Boston, partly in Brookline.

The Fens about 115 acres, are artistically laid out. They contain the statue of *Leif Ericsson*, the Norse discoverer of America. An ideal statue by Miss Whitney.

Along the river front on Charles Street is *Charlesbank*, it lies between Cragie's and West Boston bridges.

THEATRES.

Bijou Theater, 543 Washington Street (light attractions).

Boston Museum, 28 Tremont Street (new plays and English comedies).

Boston Theater, 539 Washington Street.

Bowdoin Square Theater in Bowdoin Square.

Castle Square Theater, 421 Tremont Street.

Columbia Theater on Washington Street.

Dudley Street Opera House, 113 Dudley Street (light operas).

Grand Museum, corner Washington and Dover Streets. (Variety, continuous performance).

Grand Opera House, 1176 Washington Street. (Stock Company).

Hollis Street Theater, 10 Hollis Street.

Howard Athenaeum, 34 Howard Street. (Variety).

Huntington Hall in Rogers Building (lectures).

Horticultural Hall on Tremont Street (lectures, balls).

Hub Amusement Company, 189 Hanover Street (variety, continuous performance, museum).

Keith's New Theater, 547 Washington Street (variety, continuous performance).

Lyceum Theater, 665 Washington Street (variety, continuous performance).

Music Hall, Winter Street (concerts), with the great organ; one of the finest music halls in the world, Symphony Concerts.

Mechanics Hall in the Massachusetts Charitable Mechanic Association's building corner West Newton Street and Huntington Avenue. (Seating Capacity 8000. — Grand Opera, large entertainments.)

Park Theater, 176 Washington Street (high class combination house).

Tremont Theater, 117 Tremont Street (high class combination house).

The Turnhalle, 29 Middlesex Street, headquarters of the Turners.

Tremont Temple, 82 Tremont Street (concerts, lectures).

MUSEUMS.

Boston Athenaeum, 10 Beacon Street (paintings and statues fine library).

Boston Museum, 28 Tremont Street (paintings, statuary, coins), admission 35 cents.

Barnum Museum, Tuft's College, College Hill, Medford (natural history collection).

Bunker Hill Museum (collection of colonial and revolutionary relics).

Botanical Garden, Cambridge.

- Boston Natural History Museum, corner of Boylston and Berkeley Streets free for several hours on Wednesday and Saturday. On other days open from 10 to 5 o'clock, admission fee 25 Cents.
- Faneuil Hall Collection of Historical Paintings, Merchants' Row and Faneuil Hall Square, historical paintings and portraits; open every day (except Sunday) from 9 to 8 o'clock.
- Historic Genealogical Collection, 18 Somerset Street. Interesting collection of old prints, books and engravings. Open every week day from 9 to 5.
- Krino Grotto Museum and Gardens, Wellesley, a most unique pleasure ground with a collection of rare plants, zoological collection, aquarium, underground ferneries, grottoes etc.
- Massachusetts Historical Museum, 30 Tremont Street, open from 9 to 5. Admission free.
- Museum of Comparative Zoology, Oxford Street, Cambridge. The museum belongs to Harvard University. Open from 9 to 5. Admission free. The finest institution of the kind in America.
- Old South Museum, corner of Washington and Milk Streets, collection of historical relics. Admission 25 cents.
- Old State House Collection, corner Washington and State Streets. Paintings, portraits, antiquities etc. open from 9^{.50} to 5^{.50}. Admission free.
- Peabody Museum of American Archaeology and Ethnology, Cambridge. Admission free. Open from 9 to 5.
- Warren Museum of Natural History, 82 Chestnut Street, private museum formed from collections made by Dr. J. C. Warren. Admission free.
- State House Collection, Beacon Street, near Park Street, collection of historical relics. Admission free.
- about 700,000 books and has several special collections. The Building is worthy of its purpose and the decorations worth examining.
- Boston Athenaeum contains a valuable library.
- Boston Medical Library Association, 19 Boylston Place.
- Congregational Library, corner of Somerset and Beacon Streets.
- General Theological Library, 6 Mount Vernon Street.
- Library of the Massachusetts Historical Society, 30 Tremont Street.
- Library of the New England Historical—Genealogical Society, 18 Somerset Street,
- Natural History Museum Library, corner Boylston and Berkeley Streets.
- State Library of Massachusetts in the State House.
- Social Law Library, in the Court House, Court Square.

MUSICAL SOCIETIES.

Boston is famous for good music, and the musical art is furthered by numerous musical societies. The most prominent ones are:

The Apollo Club, sixty to eighty active members. The membership includes the best vocalists of Boston. No public concerts are given. The associate members, the number of which is limited to 500, receive tickets to all the concerts given by the club for an annual assessment. Its concerts are given in Music Hall.

The Boylston Club: It gives cantatas, masses and psalms. Admission to its concerts in Music Hall is by tickets, obtainable only from members of the Club.

The Boston Symphony Orchestra is a permanent organization and one of the best Orchestras in the world. It gives weekly concerts during the season in Music Hall.

The Cecilia Society has a chorus of mixed voices of 125. Admission to the concerts is secured by membership — there are 250 associate members, who bear the expenses of the association — or by invitation.

The Orpheus Musical Society is the leading German musical society.

LIBRARIES.

The Boston Public Library on Dartmouth and Boylston Streets, facing Copley Square, is one of the largest libraries in the world; it contains

It gives several concerts during the season.

The Harvard Musical Association has a valuable musical library, open to its members.

The Händel and Hayden Society gives principally oratorios in Music Hall.

EDUCATIONAL INSTITUTIONS.

Boston, as the "blue stocking" city of the United States is as may be expected, well supplied with schools. Statistics comprise over 600 general and special schools.

Interesting for visitors are the followings:

The Boys' Latin and English High School. It occupies the block bounded by Warren Avenue, Clarendon, Montgomery and Dartmouth Streets. It is one of the model schools of the United States.

The Girl's Latin and High School is on the corner of West Newton and Pembroke Streets.

The Boston Normal School is in the Rice School Building on Dartmouth Street and is a fitting school for lady teachers.

The Horace Mann School for Deaf Mutes in Newbury Street.

The Boston University has its head quarters in Jacob Sleeper Hall, on Somerset Street. It embraces three colleges, three professional schools, and a post-graduate department of universal science.

Boston College, on Harrison Avenue is conducted by the Fathers of the Society of Jesus.

Chauncy Hall School, Boylston Street, is the oldest private school in Boston.

Harvard University, Cambridge, founded in 1636. In 1638 the institution, a college, then received a bequest of \$ 780.— and a library of 260 books, from the Rev. John Harvard. In memory of the benefactor the college was called "Harvard". To day Harvard is one of the richest colleges of America. It possesses property worth \$ 12,000,000. In Cambridge are the college, the graduate school, the Divinity school, the Lawrence Scientific School, and the Law school. In Boston proper the

Dental School, the Medical School, and the School of Veterinary Medicine. In Jamaica Plain the Bussey Institution and the Arnold Arboretum. The scientific departments include the astronomical observatory, laboratories of chemistry, physics, natural history, psychology, mineralogy; museums of comparative zoölogy, botany, geology, mineralogy, and archaeology, botanic gardens and herbaria.

The College Yard contains: Massachusetts Hall, Harvard Hall, University Hall, Gore Hall containing the University library; the Boylston Chemical Laboratory, Sever Hall, Holden Chapel, Appleton Chapel, Mathews Hall, Grays Hall, Weld Hall, etc. Architecturally the most imposing is Memorial Hall, dedicated to the Harvard men, who died in the Civil War.

In addition to the various society libraries, the university has 29 minor libraries, containing about 100,000 volumes.

The Annex, a university course for young ladies, is on the corner of Garden and Mason Streets. The main building, known as *the Fay House* is the institution for the Collegiate instruction of Women.

The Massachusetts Institute of Technology on Boylston street with the School of Industrial Science. The mainbuilding of the Institute of Technology is the "Rogers Building." Next stands the *Walker Building*. Other buildings are the *Architectural Building*, the *Engineering Building*, the *Workshop* and the *Gymnasium and Drill Hall*.

The Massachusetts College of Pharmacy, corner Garrison and St. Botolph Streets.

The New England Conservatory of Music on Newton Street. It embraces five separate schools and a college of music for advanced students, which is connected with Boston University.

The Perkins Institution and Massachusetts School for the Blind is on East Broadway, South Boston.

Churches. Places of worship for every religion are in all quarters of the city.

HOW TO SEE THE CITY.

We start at the corner of Washington and Bedford Streets. On the right side of Washington Street, walking to the north we pass some of the largest retail stores. On the opposite side, between Temple Place and Winter Street, is the famous music publishing house of *Oliver Ditson & Co.* On the southeast corner of Milk and Washington Streets is the oldest evening news paper in Boston "*the Boston Transcript*". On the opposite corner of Milk street is "*the Old South Meeting House*". (Entrance fee 25 cents). On the opposite side of Washington Street is an other evening newspaper "*the Boston Traveller*". We turn down Milk Street. No. 17 is the site of Benjamin Franklin's birthplace. We pass many buildings occupied by banks, railroads etc., the most notable of them is the *International Trust Company*. At the corner of Devonshire and Milk is the fine building of the *Equitable Life Assurance Society*. At the corner of Milk and Congress Streets is the *New England Mutual Life Insurance* and adjoining this, the *Mutual Life Insurance Company of New York*.

Crossing Post Office Square we view the *Government Building* with fine heroic sculptured groups.

Turning east on Water Street we pass through Liberty Square with the *Mason Building*, to Broad Street. At Central Street we turn to the right and come to the *Custom House*. Near the Custom House, on India Street, is the *Chamber of Commerce Building*.

We pass to the rear of the Custom House along Commercial Street to the *Quincy Market*. Going through the market, we leave by the west portal and are opposite *Faneuil Hall*. Then we pass through Dock Square to Adams Square with the *Statue of Samuel Adams*. Turning up Washington Street, we pass the lofty *Ames Building* on the corner of Court street, on the opposite corner is the *Sears Building*. In the rear of this building, in Court Street, is *Young's Hotel* and on our left, at

the head of State Street, is the *Old State House*. We walk down State street, which is the financial Center of the City. The most notable building in State Street is the *Stock Exchange*, a mammoth twelve story building. In the block beyond is the *Fiske Building* and other office palaces. We go back through State Street to Washington; turning to the left, we are in News Paper Row; this is the part of Washington Street between State and School Streets. Here is the "*Globe*", the *Daily Advertiser*, *The Boston Journal*, *the Herald* and *the Post*. A little further down Washington Street is School Street, running between Washington and Tremont Streets. In School street is the "*Niles Block*", opposite School Street Block. A few steps bring us to the *City Hall*. At the left, in the yard, is a bronze statue of *Benjamin Franklin*. On the right, the statue of *Josiah Quincy*.

King's Chapel is next to the *City Hall*, and across the street the *Parker House*. We now turn into Tremont Street. On the corner of Tremont and Beacon Streets is the department store of *Houghton & Dutton*. On the right side we pass *King's Chapel*, the *Boston Museum* and at the corner of Court Street, the *Hemenway Building*. We have reached "*Scollay Square*", the terminal point of many streets car lines. The main feature of the place is the bronze statue of *Governor John Winthrop*. Crossing Scollay Square to the entrance to Pemberton Square we see the *County Court House*, containing some fine emblematic statues. Around Pemberton Square to the left, we enter Somerset Street and turning again to the left we arrive at *Jacob Sleeper Hall*. At the corner of Beacon and Somerset Streets is the *Congregational House*. On the east side of Beacon Street, walking south, is the *Boston Athenaeum*, opposite to it the *Hotel Bellevue* and *Unitarian House*. Corner Beacon and Park Streets is the *Raymond Building*. On the highest point of Beacon Hill stands the *State House*. In the yard are the statues of *Webster* and *Horace Mann*.

At the corner of Beacon and Joy is the Hotel Tudor. In its rear, No. 1 Joy Street, the Diocesan House.

After crossing Beacon Street, the Common is entered by the Joy Street gate. We leave the Common by the Charles Street gate and cross to the Public Garden. We walk across the bridge to the Arlington Street gate and crossing Arlington Street, we enter Commonwealth Avenue, with palatial homes on either side. We follow the shady central path. We pass the granite Statue of Alexander Hamilton. Beyond Berkley street is the Statue of Gen. John Glover. Crossing Clarendon Street the First Baptist Church lies on the left. On the corner of Dartmouth Street is the Vendome. In Front of the Vendome is a statue of William Lloyd Garrison. Turning back to the corner of Dartmouth Street we reach Copley Square, the center of the educational, literary and artistic life in Boston. At our right, corner Boylston and Dartmouth, is the new Old South Church. Facing the square is the new Public library. On the south side is the Museum of Fine Arts; at the east side stands Trinity church. On the North side of the square are Chancy Hall School and the Second Unitarian Church. From this point one may take an electric car to Harvard College. Returning by the Scollay Square car. At Scollay Square we board an other car, which takes us to Charlestown. Returning by the same route, we find ourselves at the same point, where we started from.

THE SEASIDE RESORTS.

The Harbor: One of the loveliest entertainments Boston can offer to visitors is a sail on her bay. Doctor Schurtleff describes the islands in the bay, in the following amusing way: „Noddle's Island, or East Boston, as it is now called, very much resembles a great polar bear, with its head north and its feet east. Governor's Island has much the form of a ham, and Castle Island looks like a shoulder of pork, both with

their shanks at the south. Apple Island was, probably, so named on account of its shape; and Snake Island may be likened to a kidney; Deer Island is very like a whale, facing Point Shirley; Thompson's Island, like a pair of spectacles; Long Island, like a high-top military boot; Rainsford's Island, like a mink; Moon Island, like a leg of venison; Gallop's (not Gallooupe's), like a leg of mutton; Lovell's, like a dried salt fish; George's, like a fortress, as it is; Peddock's, like a young sea monster; and Half Moon, like the new or the old moon, as you view it from the south or the north. The other small islands resemble pumpkins, grapes, and nuts, as much as anything; hence the names of them.“

The fort, in actual use, guarding the entrance to the harbor, is Fort Warren, on George's Island.

Within an hours ride or sail from the Center of the City are many Seaside Resorts, divided as to their location as belonging to The North Shore and The South Shore.

Prominent places on the South Shore, which is lined all along with boarding houses, cottages and hotels are:

Downer Landing overlooking the southern side of the harbor. It is reached by steamboats, which run frequently from Rowe's Wharf to Hull, Nantasket, Downer Landing and Hingham. The attraction at Downer Landing is the Melville Garden boating, fishing, dancing, bathing and other out of door sports. It is a favorite resort for picnic parties and possesses an immense clambake pavilion. Hotel. — Rose Standish House \$ 3.—

As already mentioned, the steamer after leaving Downer Landing touches at Hingham; fine view of harbor and sea. It possesses the Old Ship, a church built in 1681 and still in use. Hotel Cushing House \$ 2.—Hull stands at the end of the peninsula. On the hill is the observatory of the Chamber of Commerce for incoming vessels. Hotel Pemberton \$ 4.— Nantasket Beach is to Boston what Coney Island is to New York. Here is the famous "Jerusalem Road" a fine drive-way.

By the New York, New Haven and Hartford Railway the following points on the South Shore can be reached. *Cohasset*, twenty miles from Boston with Minot's Light. *Scituate*; *Marshfield* the home of Daniel Webster; *Duxbury*, near "Captain's Hill"; *Plymouth* with fine hunting grounds and the *National Monument to the Pilgrims*, *Pilgrim Hall*, the *Court House* and the old graveyard, *Burial Hill* from whence all the harbor points in connection with Pilgrim-history and the town are in full view.

The North Shore extends from Boston to Cape Ann.

The Boston Revere Beach and Lynn Railway conveys us to *Winthrop*; *Revere Beach*; *Nahant*, with the well known Pulpit Rock; *Bass-Point*; *Lynn*, which is the greatest

shoemaking place in the United States and a city of 50,000 inhabitants; *Swampscott*; *Marblehead*, an historically interesting, very old town; *Marblehead Neck*, which lies just across the harbor, is a fine harbor; the headquarters of several Yacht Clubs are there; *Salem Willows*; *Beverly*, another important shoe-manufacturing town. Beyond Beverly are; *Sride's Crossing*, *Beverly Farms*, *West Manchester*, *Manchester*, *Magnolia*; then *Gloucester*, reached from Boston by the Boston and Maine Railway; and *Eastern Point*.

All these places have comfortable hotels, delightful summer resorts, cottages and boarding houses and are easily reached by boat or railway from the City.

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===== IMPORTED GERMAN BEERS. =====

MICHIGAN.

At the "Loo", the Jesuit fathers, Jacques and Raymbault, established an Indian mission as early as 1641. In 1688, Father Marquette, the well known priest, founded the mission of St. Ignace, which, a few years later, became a French military post. Cadillac with his soldiers, in 1701, founded Fort Pontchartrain, on the site of which, the famous "City of the Straits", Detroit, sprung up. In 1760-61, after the conquest of Canada, British garrisons occupied Detroit and the "Loo".

Soon afterwards, the great Indian chief Pontiac incited the Western Country against its new masters and besieged Detroit for many weeks. In later times, Detroit became the capital of the vast north-western territories of the British Dominion, remaining under British control until 1796, when general Wayne's troops replaced the British garrison. From that time till 1800, Michigan was a part of the U. S. Territory northwest of the Ohio River, then became a part of Indiana Territory and was for some time united with Wisconsin, Minnesota, Iowa and Dakota east of the Missouri. In 1836 Michigan was again reduced to nearly its present area. In 1837 it was admitted as a State. It had trouble for some time with Ohio, on account of its boundary line. The little strip of Northern Ohio, including Toledo and Maumee Bay, covering 600 sq. miles, was held by Michigan with great tenacity, the militia of the two states preparing to do battle for it on the plains of Toledo. A compromise was finally effected by the Upper Peninsular

being ceded to the young commonwealth, in exchange for the disputed territory.

The Michigan contingent in the great Civil War, was 90,747 men, composing 31 regiments of infantry, 11 of cavalry and 14 battalions.

In 1860, the population was 749,113; in 1890, 2,093,889.

Michigan has more Canadians (148,866) and more Hollanders (17,177) than any other state. The German born population was 135,509, 35,481 of whom were living at Detroit. The Indians of Michigan include the Vieux Desert, l'Ause and Ontonagon bands of Chippewas, on the Upper Peninsular, numbering about 6,000, 600 Chippewas, on the Isabella Reservation, near Mt. Pleasant, and the Pottowattomies of Huron, on the Lower Peninsula.

Michigan derives its name from the Chippewa; "Mitchi Iawgyegan", meaning "Great Lake". It is popularly styled the "Wolverine State", on account of the great number of these animals once found here.

ADRIAN, Mich.

A flourishing town, on the Raisin River, in the southern part of Michigan, in the midst of a rich farming country, whose manufacturing and trade center it is, with about 9000 inhabitants. Seat of *Adrian College*, founded in 1859, with twelve instructors and six schools, including the Divinity School of the Methodist Episcopal Church.

Bay View is a famous summer resort and gathering place of Chau-

tauquans and university extension workers. It is situated on the eastern shore of Lake Michigan, is easily reached by rail and steamer and in the summer has a population of about 20,000.

The history of Bay View is comparatively recent, but in these few years its fame has gone far and wide. 25 years ago, when the site was bought, thirty Indians and their chief united in the transfer. All the region was a dense wilderness, but now a well-built summer city of over four hundred cottages rises among the terraced groves, with all the conveniences and elegance of a permanent city. Five lines of steamers on the great lakes and two railway lines to-day make the place pleasantly accessible, and low-priced summer tourist tickets, sold everywhere, practically bring the place near to the populous centers.

In the assembly hall at Bay View there are seldom less than 1,000 persons present to listen to the evening discourses, and the selection of this spot in the immediate vicinity of several other places, for summer university studies, is a sufficiently emphatic assurance of the delightful social character of all these communities. The advantage of becoming acquainted with celebrated thinkers and teachers of all parts of the country, is, of itself, a great inducement to visit the resorts of Little Traverse Bay

ALPENA, Mich.

A lumber port at the head of Thunder Bay on Lake Huron. The place is known for the *Alpena Well Spring*, remarkably rich in sulphur-ated hydrogen. Alpena is also the nearest railroad approach to *Turtle Lake*, about 37 miles south-west of Alpena. The lake derives its name from its singular resemblance to a turtle.

It lies in the midst of and is surrounded by one of the grand and impressive old, almost primeval, lower peninsular pine forests. The main body of the lake is about two miles in length and nearly as wide, while the head of the lake (or turtle) is a small lake connected with the

main body or lake by a little stream called the "neck", which is really the "outlet" of the lake. This "head", or small lake is very deep and no bottom has, as yet, been found to it.

ANN ARBOR, Mich.

Best known as the seat of the *University of Michigan*, one of the most prominent American educational institutions, Ann Arbor, on both banks of the Huron River, has 10,000 inhabitants. The University was founded in 1817 and has, at present, no less than 170 instructors and over 3000 students of both sexes, also a fine library of 105,000 volumes. The buildings are erected in the midst of grounds covering 44—1/2 acres. The United States grant amounts to \$ 500,000; the State appropriated \$ 1,200,000 and the city of Ann Arbor has made generous gifts. University Hall is 437 ft. long and 140 feet deep and is devoted to the department of literature, science and art. The museum contains 400,000 specimens and the new laboratory, for the study of chemistry, is exceptionally large. The Observatory is on a hill, about a mile from the other buildings. Advanced students pursue the German seminary method of instruction. There have been many women students at the University, since their admission in 1870. The *Union School* is a very good High School, with about 1000 pupils. There are also several guilds, connected with the various churches, at which lecture courses are given. Five mineral springs.

BATTLE CREEK, Mich.

A milling town of 13,197 inhabitants, at the confluence of the Battle Creek and Kalamazoo rivers. *Battle Creek College* is the chief school of the Seventh Day Baptists, who likewise have their publishing headquarters here. There is also a very famous Sanatorium for water cures and diabetic treatment without the aid of medicine.

BAY CITY, Mich.

The fourth largest city of Michigan,

with some 30,000 inhabitants, situated just above where the Saginaw River empties into Saginaw Bay on Lake Huron. Bay City is the shipping point for all salt and lumber sent out by Saginaw merchants and, consequently, of great importance. There is also a large export trade carried on in fish. *West Bay City* is its twin, on the west bank of the Saginaw River.

BEAVER ISLAND, Mich.

In the north-east corner of Lake Michigan, the seat of the Mormon Colony of St. James, founded in 1846.

BOIS BLANC ISLAND, Mich.

The name of an island in the north-western corner of Lake Huron. The name is French, meaning "white wood" or bass-wood, with which the island was heavily wooded prior to the Canadian Rebellion or the patriot war, of 1837-8. At that time the forest was cut down to allow the guns of Fort Maiden, at Amherstberg, an unobstructed range over Bois Blanc to the islands on the American side, as the latter were at one time a base of operations in the rebel plan of invading Canada.

The island comprises exactly 207 acres of good clay land, of which two acres belong to the Canadian government and used as a light-house site. There are also two range lights at the head of the island, occupying fourteen and twenty-four square feet respectively, which are also owned by the government; over 100 acres are cleared and fenced without a single stump. It is a favorite resort for round trips from Mackinac Island, the most popular summer resort in northern Michigan.

CHEBOYGAN, Mich.

A lumber port, opposite Bois Blanc Island, in the north-western corner of Lake Huron. *Lake Cheboygan*, a few miles south of the town, with romantic environs, connected with the port by the Michigan Central Railroad.

COLD WATER, Mich.

A town, near the boundary line, between Indiana and Michigan, known

as the seat of the *State Public School for Dependent Children*, a noble and very useful institution, on a farm of 120 acres. The inmates are 200 healthy children, from two to twelve years of age, who would otherwise have to be maintained and educated by the State, which also finds homes for them.

DETROIT, Mich.

The Metropolis of Michigan, situated on the north-west side of the Detroit River, connecting Lakes St. Clair and Erie. It is a very flourishing city, and visitors coming from afar, allow, that in point of beauty, there are few other cities in the United States surpassing it. Historically speaking, there is hardly another city on the American continent, with a history so full of incidents, strongly marked by romantic and tragic interest, as Detroit. It was founded in 1701, by Marechal Cadillac, who built Fort Pontchartrain and established a trading-post here. After passing through innumerable vicissitudes, the embryo city finally secured peace and security by becoming a part of the United States at the beginning of the present century. The city, with its 250,000 inhabitants and the present gigantic strides it is taking, in the direction of wealth and progress are, in no small measure, due to a steady natural growth in the past. No other city can boast of a water front, equal to that of Detroit; deep enough to allow vessels of the heaviest draught to lay at its wharves. The river is also wide enough and deep enough to afford anchorage for the combined navies of the world. Detroit has an immense maritime traffic, especially in grain, wood, pork and copper. Detroit is also a manufacturing city of great importance. There are extensive machine shops, railroad car factories, flour mills, tobacco and cigar factories, drugs and pharmaceutical preparations, breweries, tanneries, salt, soda and alkali works, pork and fish packeries, shoe and stove factories and other industrial establishments.

The city extends along the Detroit River for seven to eight miles and

is built up for about four miles from the water. It is laid out upon two plans; the one, that of a circle with avenues radiating from the Grand Circus as a center; the other, that of streets intersecting each other at right angles. The result is a slight degree of intricacy in certain localities, which inconvenience, is more than compensated for, by a number of little semicircular and triangular parks, diversifying and ornamenting the place. The streets are very wide and for the most part, shaded by beautiful trees.

The most important streets are: *Jefferson Avenue*, parallel with the River; *Woodward Avenue*, intersecting the former, dividing the city into nearly two equal parts, about half a mile from the river, widening and forming the large square of *Campus Martius* and *Gratiot Avenue*, near the *Campus Martius*, containing the large *Public Library* of 100,000 volumes.

Among the most interesting features are the following: The *City Hall*, facing the *Campus Martius* and completed in 1871, at a cost of 600,000, with a large clock in the tower and a dial plate, eight feet in diameter; the *Soldiers' Monument*, in front of the *City Hall*, designed by Randolph Rogers, the new *Post Office*, built at an expense of 2,000,000, covering the square, bounded by *Lafayette Avenue*, *Fort*, *Shelby* and *Wayne Streets*; the *First Unitarian Church*, at the corner of *Edmund Place*; the *Harper Hospital*, corner of *Martin Place*; the *Chamber of Commerce Building*, 15 stories high; The *Museum of Fine Arts*, on *Jefferson Avenue*, containing an excellent exhibit, including the *Scripps Collection of Old Masters* and the *Stearns Collection* of Chinese, Japanese and East Indian curiosities; the very handsome Bridge to *Belle-Isle* in the river.

Belle-Isle is a lovely breathing spot, with ample accommodation for people in all the walks of life, in search of recreation. Every-where the eye is greeted with scenes of surpassing beauty. Romantic drives upon winding roadways under an arched canopy of swaying branches,

handsomely laid out picnic grounds, broad acres of natural forest, spacious pavilions of unique architecture, and scores of other equally attractive features combine to make *Belle Isle* as near an earthly paradise as is possible to contemplate. The island in all covers about 700 acres and cost the city some years ago \$200,000. It has undergone a complete metamorphosis at the expenditure of tens of thousands of dollars, but millions would not tempt the toiling masses to part with it now. At the upper end of the island is the substantial stone structure erected by the Government as a lighthouse to mark the channel.

Other points of interest in the vicinity of the city are:

Woodmeere and *Elmwood Cemeteries*, reached by electric cars; *Fort Wayne*, the strongest fortress in the lake region, three miles below the city, standing on the bank of the river and commanding the channel, easily reached by the *Fort St.* and *Elmwood St.* car.

Mount Clemens, known for its mineral springs and sanitary baths, lying on a line, almost directly north. It is pleasantly situated on the *Clinton River*, a few miles from its mouth and can be reached from Detroit by either boat or rail.

Grosse Pointe, the fashionable country suburb of Detroit, containing many imposing residences of wealthy Detroiters, nine miles above the city, on *Lake St. Clair*.

The Flats, composed of thousands of acres of partly submerged land, are, for this reason, called the "Venice of America." The Flats belong to the government and the only title of possession known, is that derived from "squatter sovereignty". Not very long ago there was not a human habitation on these Flats; then Detroit began to assume metropolitan airs and the many wealthy citizens, who wanted a summer resort and watering place, at their very doors, came up here to the *St. Clair River* and built their pretty residences. The majority of the cottages are erected upon piles, driven into the river bed. There are also commodious club-houses and hotels.

Windsor, a small Canadian town on the south-east bank of the Detroit River, facing the metropolis and connected with the latter by steamer, running every half hour.

Wapole Island, lying on the Canadian side of the St. Clair River, used by the British government as an Indian reservation. A visit to this romantic island, will repay anyone, wishing to make a study of the Indians, "in situ".

Agents of the North German Lloyd:

Fred Guenther, 1 & 2 Penninsular Bk. Block, Detroit, Mich.

G. W. Watson, Grand Trunk Office, Detroit, Mich.

James Rhines, Union Ticket Office, Detroit, Mich.

Alex A. Saenger, 29 Monroe Ave., Detroit, Mich.

H. R. Ziegler, 1040 Michigan Ave., Detroit, Mich.

nected by steamer with Milwaukee Wisconsin. Many visitors choose this pleasant place as a summer resort, the seasons of late years, having been very successful. The lumbering trade of Grand Haven is important and its manufactories are flourishing.

GRAND RAPIDS, Mich.

150 miles north-west of Detroit, the second largest city of Michigan, having in 1890, 60,278 inhabitants. The city derives its name from the falls of the Grand River, which falls 18 feet to a mile, affording valuable water power, with canals on either side. There are many large factories, producing more than 20,000,000 worth of goods yearly. Four fifths of the carpet-sweepers, made in the world, are turned out by one factory in Grand Rapids, which works employ 300 hands, making 1200 sweepers daily. This is, by far, the foremost corporation of the kind in the world, maintaining a department of invention, to which are due the many patents and devices, constantly originated and utilized in this branch of trade. Every visitor to Grand Rapids is welcome to see this interesting establishment. There are also several remarkable public buildings, among which, the *United States Courts* for Western Michigan and fifty churches. Near the city are large quarries, producing land-plaster and stucco. The Butterworth Springs, in the vicinity of the city, are said to resemble those of Bath, England. There is also the *Michigan Soldiers' Home*, occupying an imposing structure, erected in 1886 and taking care of 450 veterans of the Civil War.

GLADSTONE, Mich.

The picturesque and small ten year old town of Gladstone, of between two thousand and three thousand inhabitants, is located on a high promontory which overlooks the little Bay de Noc, the sailors' paradise, — a large inlet from the north or lower end of Lake Michigan indenting the Upper Peninsular of the Wolverine State.

Game of all kinds, from the black bear down to the squirrel; from the snipe and plover, up to ducks and wild turkey, are plentiful. For boating and bathing, the little Bay de Noc furnishes ample facilities. Gladstone may be easily reached by rail or boat. Its hotel accommodations are satisfactory.

GRAND HAVEN, Mich.

One of the lake ports of Michigan on the lake of the same name, con-

Agents of the North German Lloyd:

F. Loettgert, 157 Ottawa St., Grand Rapids, Mich.

A. Stiller, 117 W. Bridge St., Grand Rapids, Mich.

HURONIA BEACH, Mich.

A summer resort and watering place, delightfully situated three miles north of Port Huron on Lake Huron. It is one of the most beautiful places, in which to spend the

summer months, being especially patronized by southern people, who bringing their families here, rent cottages for the season. The cottages, several hundred in number, all face the lake being situated on an avenue running parallel with the line of the beach. Electric cars run between the beach and Port Huron. During the season, a steamer runs daily between Port Huron and Detroit.

JACKSON, Mich.

A manufacturing town, on Grand River, at a point where the railways diverge to Grand Rapids and Lansing; celebrated for its extensive bituminous coal mines. In 1890 the city had 27,798 inhabitants. The seat of the Michigan State Penitentiary, with 1,000 inmates.

KALAMAZOO, Mich.

County seat, on the Kalamazoo River, where three railway lines diverge to White Pigeon, Grand Rapids and South Haven, one of the chief cities of Michigan with 17,853 inhabitants (1890); the seat of an important country trade and several prominent schools. The *Michigan Female Seminary* is here. *Kalamazoo College* owns several large buildings, on an area of 25 acres on a hill, with an extensive view. The new Ladies' Hall is one of the principal features. The city is also the foremost locality in the world for the cultivation of celery, having 2,000 acres devoted to this industry. The buildings of the *State Asylum* for the *Insane* are spacious and imposing.

LAKE GOGEBIC, Mich.

One of the most celebrated fishing resorts, on the summit of the great water shed, between the Mississippi and Lake Superior; 15 miles long and two to three miles wide. It is 1400 feet above the ocean and 800 feet above Lake Superior, from which, it is only seven miles distant. The lake is surrounded by a dense and luxurious growth of timber, indigenous to this high northern latitude. This region is not only of interest to anglers, but to hunters

as well. Deer are plentiful in the great forest, bears are frequently met with and grouse abound.

LAKE HURON, Mich.

A vast expanse of water, between the 43rd and 46th degree of north latitude, 270 by 160 miles in area; covers 20,000 square miles, 581 feet above the level of the sea and contains some 3,000 islands. It varies in depth, from 200 to 1,750 feet, its average depth being 300 feet. Fierce gales often sweep across the wide expanse between Saginaw and Georgian Bays; voyagers are out of sight of land during part of their transit. Saginaw Bay, on the northeast side of the lake, lies entirely within the Dominion of Canada; Georgian Bay, on the south-west, being within the limits of Michigan.

LANSING, Mich.

The *Capital of Michigan* since 1847, situated on both sides of Grand River. A manufacturing city of only 13,000 inhabitants, but rendered important by reason of its large state institutions. The *State School for the Blind* has 100 inmates, who are taught broom making and piano tuning. The *Michigan State Agricultural College*, with 27 instructors and 320 students; the mechanic arts, besides military drill and horticultural and veterinary science are taught here.

MACKINAC ISLAND, Mich.

At the head of Lake Huron, much frequented by travelers, on account of its historical interest and peculiarly bracing air. Mackinac in the summer season is the social eyrie of the north. Wealth, elegance, culture and grace have here their rendezvous and it only needs to become better known, to become a Mecca, where the magnificent and generous accommodations which now exist, will be insufficient for the multitude that will visit it.

MANISTEE, Mich.

One of the chief ports of Michigan, on the large inland sea, taking its name from the state, situated at the

point, where the Manistee River empties into the Lake. From here, good railway connections with all parts of the State.

MANISTIQUE, Mich.

The leading port of Michigan on the northern shore of Lake Michigan; landing place of the steamers, running between Chicago and Buffalo.

MARINE CITY, Mich.

An attractive and enterprising city, on the western bank of the St. Clair River, well known for the beautiful scenery along its course. The city has only about 4000 inhabitants; its ship-building yards and salt wells are remarkable. Landing place on the great route, from Detroit to Port Huron.

MARQUETTE, Mich.

"The Queen City of Lake Superior," owing to its beautiful situation on the south shore of Lake Superior, the great inland sea and its elegant cottages, nestled among the hills.

The settlement dates from 1845, in which year, the iron deposits were first worked. The railroad to the mines, was built in 1857; the docks have been so much improved, as to be, at present the finest on the coast. Plenty of money has already been spent in laying out drives to and about Presque Isle, a great headland north of the city, comprising about 400 acres, presented to the city by the United States government for park purposes. Travelers will find a visit to this park time well spent.

MONROE, Mich.

The second oldest city of Michigan, being settled in 1784 by the French from Canada. The pretty little town is situated at the head of Lake Erie, about midway between the mouths of the Detroit and Maumee Rivers. The inlet, called Brest Bay, into which the River Raisin empties, on the bank of which river Monroe is situated, constitutes the largest and best harbor at the upper end of the lake and one of the safest harbors along the line of the Great Lakes. Railway communication from Monroe

to the outer world, is served by the Lake Shore & Michigan Southern Railway, the Toledo Branch of the Michigan Central and the Flint and Pere Marquette Railway.

It has large manufacturing interests, very extensive nurseries and in the immediately adjacent country, great attention is paid to the raising of beef cattle and high grade draught horses.

In its municipal equipment, school buildings, court house, city library, Holly water works, electric system, electric railway line, business buildings and private houses, it will compare favorably with any western city. Three flour mills, two large tile factories, four paper mills, several sash and blind factories, a grain elevator, a foundry, a carding mill, machine shops, the plant of the Sterling Manufacturing Company are among the institutions which help to make of the city a desirable home, and in addition, Monroe distributes annually more telegraph poles than any other point in the world.

There are ten churches, one convent (St. Mary's Academy) and a Catholic academy for boys.

MUSKEGAN, Mich.

One of the chief ports on Lake Michigan, in the State of Michigan. The fifth largest city in the state, owing to its multiplying industries and factories of toys, wooden ware and pianos, timber mills and water works, receiving their power from the Muskegan River. In 1890 the town numbered 22,702 inhabitants. Pleasant residences of wealthy Muskegans line the shore of the picturesque Muskegan Lake, four miles from Lake Michigan. Muskegan is one of the most thriving places in the state.

ORION LAKE, Mich.

Is a pretty a body of water and inland lake as can be found in Michigan. It is about forty miles from Detroit, on the Detroit, Bay City and Mackinaw branch of the Michigan Central R. R. The topography of the surrounding country is rather high and rolling and is some six hundred feet higher than Detroit.

The town of Orion, lying quite close to the lake, is a neat and brisk little place of about one thousand inhabitants and there is a fine hotel where visitors can obtain pleasant accommodations.

PETOSKEY, Mich.

One of the chief ports of the Lake Michigan shore. It also enjoys considerable patronage as a summer resort, being one of the places, exempt from hay-fever and near famous fishing grounds, among the forest lakes. In its vicinity, the limestones of Little Traverse are broken and shipped from this point.

PONTIAC, Mich.

One of Michigan's oldest cities, having been settled in 1818, situated on the Clinton River, almost in the center of the most noted lake district of Oakland County, only 24 miles from Detroit, with the finest drives and most delightful rural surroundings, being par excellence the residence suburb of Detroit. It has now about 8000 inhabitants. It contains many handsome residences, two electric lighting plants, an excellent system of water works, supplied by the abundant water power of the Clinton River, one of the best fire departments in the state, an electric street railway and, last not least, the *Eastern Michigan Asylum* for the care of the Insane, with 800 inmates.

Pontiac is also one of the most prosperous business towns in the State; all its numerous institutions are flourishing. Its railroad facilities are excellent and it possesses many advantages as a manufacturing city. *The drive from Detroit to Pontiac and the lakes is a most delightful one*, the roads being as good as can be found in Michigan and through as beautiful section of Michigan as one may desire to behold.

MICHIGAN MILITARY ACADEMY.

25 miles from Detroit and $4\frac{1}{2}$ miles from Pontiac, with which it is connected by rail. The grounds, comprising 120 acres, are on the shore of Orchard Lake in one of the most beautiful and healthy localities of

Michigan. The Academy is self-made but subject to State inspection. The course in military instruction is similar to that at West Point and West Point uniforms are worn by the cadets.

PORT HURON, Mich.

A flourishing city, of some 15,000 inhabitants, at the foot of Lake Huron and one of the most enterprising and go-ahead towns in Michigan. At least 2000 vessels, with an aggregate tonnage of 3,000,000, pass here every year. The boring of the railroad tunnel, under the river, from Sarnia, facing Port Huron, on the Canadian side, a work involving the outlay of a vast amount of money and fine engineering skill, has recently been successfully completed, thus making Port Huron of national importance. It is also important as a lumbering place, the Black River emptying here into the St. Clair, which runs through a rich pine region and down which, is floated the lumber, that supplies the numerous saw-mills of the city. The trade in fish is large and there are dry-docks, two grain elevators and three ship yards.

The first settlement at this point was made in 1790, although a French military post was established here, as early as 1686 and maintained for several years. Fort Gratiot, two miles above Port Huron, where the river narrows, until it is less than 1000 feet wide, was established in 1814, being continued as a United States military post until 1876, when it was abandoned and dismantled. Huronia Beach is a very pleasant summer resort.

SAGINAW, Mich.

The third largest city of Michigan, with 46,322 inhabitants (1890), on the Saginaw River, the metropolis of the Saginaw lumber and salt region. The production of lumber has been a leading industry, since the opening of mills in the Saginaw Valley, in 1832. In the decade, from 1867-77, this region produced sufficient lumber to put a wall 44 ft. wide around the earth at the equator. These mills turned out, from

1865-80, the enormous quantity of 8,857,951,171 feet of lumber. The prairies and oak opening of the southern counties are followed by broad forests of hard wood, along the rivers and the latter by illimitable pineries in the north. This vast product is shipped by water to the various lake ports, being thence distributed by rail. Two thirds of the lumber used in New York and Philadelphia, comes from the Saginaw Valley, the yearly production of which, has risen from 730,000,000 feet in 1879, to at present, about 1,000,000,000 feet. The lumber industry of the Munon shore converges about Saginaw Bay, which is entered by ten rivers, aggregating nearly 900 miles in length floating yearly 600,000,000 feet of logs. The salt industry of Michigan has also one of its centers here, where multitudes of salt wells have been sunk. There are also furniture and other factories, extending for several miles along the Saginaw River and yielding an immense revenue every year.

Agents of the North German Lloyd:
Richard Khuem, Saginaw W. S.,
Mich.

Conrad Frey, Room 205, Bearinger Building, Saginaw, Mich.

SAULT ST. MARIE, Mich.

An important and busy place, on St. Mary's River, near the outlet of Lake Superior and opposite the famous rapids of the same name. A extensive manufacturing town, with about 7000 inhabitants and, at the same time, a popular summer resort. In 1641, it was an Indian mission, later on, a famous Indian trading and meeting place, having been, undoubtedly, visited by white traders for many years. A palisade was built here by the French in 1750 and an international railroad bridge, 3067 feet long, in 1877.

The famous *St. Mary's ship canal* was opened by the State of Michigan in 1855, being afterwards transferred to the United States, since which time, great improvements have been made. The lock, built in 1881, is of granite, with the most approved modern mechanism. It is the largest

lock in the world, being 515 feet in length, 80 feet wide and a lift of 20 feet. It can be filled in 15 minutes and can accommodate two large lake steamers. Navigation is kept open here 210 days in the year. Last year, 7,803 vessels passed through, with a freight tonnage of 6,411,423. The value of these cargos exceeded 80,000,000. A large lock, 1000 feet long, 100 ft. wide and 21 feet deep, to cost 4,000,000, is in process of construction, on the site of the lock, opened in 1855. A greater amount of tonnage passes through this canal every year, than through the world-renowned Suez Canal carrying about 25,000,000 bushels of wheat, 2,500,000 tons of iron ore, 165,000,000 feet of timber and great quantities of coal. At Sault St. Marie, the tracks of the Duluth, South Shore & Atlantic; the Minneapolis, St. Paul & Sault St. Marie and the Sault Branch of the Canadian Pacific Railroad converge. The "St. Marie Rapids" are avoided by the St. Mary's ship canal. Anyone visiting Sault St. Marie, called the "Soo", should not fail to see Mary River, the beautiful stream, 62 miles long, forming the only outlet to Lake Superior, and shoot the rapids, in a canoe, with an expert Indian "voyageur." The river itself, is a succession of expansions into lakes and contractions into rivers and is dotted with beautiful forest-clad islands, a few small towns being scattered along either shore.

ST. CLAIR CITY, Mich.

A nice town, half a mile above St. Clair Springs, on the St. Clair River; its wide, paved streets and handsome residences make it a place worth seeing. Center of the salt district, the Diamond Crystal Salt Co. having its works here.

ST. CLAIR SPRINGS, Mich.

An interesting place on the St. Clair River, noted for its celebrated mineral Springs. The *Salutaris Natural Mineral Water* is said to be unequaled for various stomach disorders and diseases of the kidneys, whereas as a table beverage, it is pronounced to be one of the most palatable and healthy of table

waters. The *St. Clair Mineral Springs Baths* have gained a wide reputation for their therapeutical virtues and are used by thousands of visitors yearly. The drive along the river, twelve miles north to Port Huron, and eight miles south, to Marine City, is particularly enjoyable. The St. Clair River is a strait, through which the waters of Lake Huron find their way to Lakes St. Clair and Erie.

St. IGNACE, Mich.

The old and historic town of St. Ignace, which was settled as early as 1691, by the French from Canada, is situated on the north side of the straits of Mackinac. It is a quaint and picturesque old place, abounding in relics of the historic past. Père Marquette is a part of the history of St. Ignace and an important part too. Here the noble priest lies buried and over his grave stands a fitting monument to his ever great and good memory. Here too, we find his church still standing where he ministered so well and kindly

so many years, although to Michigan and the whole North-west, a monument is not necessary to perpetuate and keep fresh the memory and life-work of this pioneer priest.

TRAVERSE CITY, Mich.

One of the most important lake ports on Lake Michigan, in the north-east corner of this large inland sea. It has many lumber mills and foundries and a back country, bright with many lakes.

YPSILANTI, Mich.

A flourishing town of some 7,000 inhabitants on the Huron River, 30 miles west of Detroit. Ypsilanti is one of the centers of the southeastern farming country and the seat of the *State Normal School*, with training classes for teachers. The *Ypsilanti Springs*, with their so-called magnetic water, which is in reality not magnetic, are at present attracting many patients. There are also paper mills and other manufactoryes, profiting by the water power of the Huron.

MINNESOTA.

The first white visitors to the shores of "The North Star State" were French fur-traders in 1659. In 1679 Du Luth established the first trading posts in Minnesota. In 1680 Father Hennepin and two French traders ascended the Mississippi to St. Anthony's Falls and to the Dakota villages near Mille Lacs. In 1688 Perrot founded, on Lake Pepin, the first French establishment in Minnesota. After France surrendered its vast American empire to Great Britain, Jonathan Carver from Connecticut ascended in 1766 the Mississippi to the falls. Minnesota was made up of two sections. The first east of the Mississippi belonged to New France, discovered and owned by the French, and ceded to Great Britain in 1763. A vast area of this domain, along the Ohio, was conquered by George Rogers Clark, in 1778, and annexed to Virginia, which ceded it to the United States, under the name of "The Territory Northwest of the River Ohio", in 1784. The part of Minnesota west of the Mississippi belonged to the province of Louisiana until, in 1763, it was ceded to Spain. In 1803 it passed into the possession of the United States.

The population rose from 4000 in 1849, to 172 000 in 1860, in 1890 it had 1 301 826 inhabitants. Minnesota was admitted as a State in 1858.

It is one of the northern tiers of States, reaching up to the 49th parallel, and bounded beyond by the Canadian provinces. The Dakotas lie along its western border, and

Iowa on the south, and the east rests on Wisconsin and Lake Superior.

AITKIN, Minn.

N. P. R. L. S. D. On the Mississippi River, county seat of Aitkin County, has a population of 1,800, four hotels, two public halls, two saw mills, one stove, heating and hoop factory, thirteen stores, two newspapers, four churches, a graded school, waterworks, and electric lights, four blacksmith shops, two wagon and sleigh factories, one bank.

The county is fast becoming settled for agricultural purposes. The population of the county has doubled within the past two years.

A few miles north of Aitkin the Mississippi River has its source in Itasca Lake, in the vicinity of which an immense lumber trade is carried on. Pine trees are cut into logs and floated down the Mississippi to the Minneapolis Mills, the yearly cut being nearly 200,000,000 feet. In the vicinity of Aitkin an unlimited supply of hard wood offers great inducements to the manufacturer. Two fine steamers run between Aitkin and Grand Rapids 65 miles north. Game: deer, elk, bear, moose. Fish of all kinds.

ANOKA, Minn.

N. P. R. L. S. D. Population 5,000, county seat of Anoka County, is pleasantly situated on either bank of the Rum River, extending north to the southern bank of the Mississippi River. Water-works, electric-light

plant, two banks, two public halls, two weekly newspapers, a business college, four schools, eight churches, five hotels, four liveries, about ninety general stores, two large saw mills, one extensive sash and door factory, planing mill, broom factory, barrel factory, feed mill, large flour mill, starch factories, one creamery. Potatoes, wheat, corn, and oats are the principal products. Shipments: potatoes, flour, and lumber.

AUDUBON, Minn.

N. P. R. L. S. D. Population 450, situated on Audubon Lake, has one public school, three churches, two creameries, two hotels, public hall, bank, saw mill, flour mills, eight stores, one weekly newspaper, and three elevators, and is surrounded by fine farming land, with timber close at hand. Audubon is the marketing place for several country towns, namely: Cormorant, Lake Eunice, Roberts, Hamden, and Richwood. The Long and Cormorant lakes, noted for their bathing and camping facilities, are close at hand, easily reached, and well stocked with pike, perch, and bass. Small game abundant; some bear.

BATTLE LAKE, Minn.

N. P. R. Fergus Falls Branch. Population 500, derives its name from the charming lake (five by nine miles) on which it is situated. It has four elevators, a bank, four hotels, built especially for summer visitors, one public hall, newspaper, twelve general stores, one school house, three churches, creamery. Battle Lake lies in the center of the "Lake Park Region". Otter Tail, Gourd, Leaf Bass, Clitheral, and numerous other lakes, all abound in several varieties of fish. Game is also abundant.

BIG LAKE, Minn.

N. P. R. L. S. D. Population 400, has several general stores, hall, church, bank, hotel, school, weekly paper, and blacksmith shop. Good farming country; also good fishing in Big Lake.

BRAINERD, Minn.

N. P. R. L. S. D. The county seat of Crow Wing county, beautifully located on the east bank of the Mississippi River, in a forest of pine, at the junction with the line from Duluth. The population is 10,000 and rapidly growing. The N. P. Company's shops and buildings are located here, giving employment to a very large force of men. Also the Northern Pacific Hospital for the use of the Company's employees. Attached to it, is a Sanitarium, available for invalids from abroad seeking health. Hotel accommodations are first class. The city is supplied with water from the Mississippi River by the Brainerd Water Power Co. Crow Wing county has erected here substantial county buildings, at a cost of \$ 45,000. The city school district has built a high school costing \$ 40,000, and has four large ward brick buildings costing \$ 60,000. The Sleeper Opera House, with a seating capacity of 850; thirteen churches, three weekly newspapers, one National bank, one Banking Co., two saw mills, daily, capacity 550,000 feet, and numerous successful mercantile houses, are all evidences of the stable character of the city. Electric street railway. A dam has been erected across the Mississippi River developing power equal to 18,000 horse-power and providing enormous storage capacity for logs above, also furnishing power for an electric-light plant, costing \$ 75,000, which furnishes the city with arc and incandescent lights. The Brainerd & Northern Minnesota Railway runs from Brainerd to Walker, Minn., on Leech Lake, a very beautiful spot, has 500 miles of shore, abundance of pike, bass, and pickerel. Many charming lakes, fully stocked with choice varieties of fish, are of easy and convenient access, while the timber abounds with bear, deer, and all kinds of smaller game. Produce: grain, small fruits and all farm produce.

BRECKENRIDGE, Minn.

N. P. R. Fergus Falls Branch.

Population 1,000, is located at the junction of the Otter Tail and Bois de Sioux rivers, and is sheltered on the north and west by a magnificent semicircular belt of timber. It is the county seat of Wilkin county. It has two grain elevators, one grain warehouse, court house, one school building, three churches, sixteen stores, four hotels, one weekly newspaper, one bank, two restaurants, opera house, fair grounds and buildings, with a one-mile race course.

CARLTON, Minn.

N. P. R. L. S. D. County seat of Carlton county, beautifully situated at the head of the Dalles, on the St. Louis River has electric lights, 1,500 inhabitants, valuable water-power, slate brick manufactory four hotels, two public halls, opera house, weekly paper, one bank, twelve stores, one graded school, and three churches. Surrounding country is covered with dense forests of pine. Shipments; lumber, in the rough and manufactured, very large. Game deer, bear, etc. Fish, brook trout, pickerel, etc. This is historical as the pioneer station of the Northern Pacific Railway, where ground was first broken on the Great Trans-Continental Line. It is the junction point with the St. Paul & Duluth Railroad.

CLEAR LAKE, Minn.

N. P. R. L. S. D. Population 200, has three stores, town hall, two churches, hotel, livery, newspaper, blacksmith shop. Good farming country. Fine fishing near.

CLITHERAL, Minn.

N. P. R. Fergus Falls Branch. Population 250, has two hotels, one public hall, a flouring mill, seven stores, one school, and four grain elevators. It is situated on Lake Clitheral, a lovely body of water full of whitefish, catfish, pickerel, pike, and bass, and a very inviting resort for sportsmen. Large and small game.

DEER CREEK, Minn.

N. P. R. Fergus Falls Branch.

Near Leaf Lake, population 250, has an elevator, cheese factory, broom factory, repair shop, blacksmith shop, two saw mills, two halls, two hotels, five stores, school, two churches. Principal produce and shipments: wheat, oats, hay, and hardwood lumber. Hunting and fishing good.

DEERWOOD, Minn.

N. P. R. L. S. D. Population 200, situated on Reno and Serpent Lakes, has a public school, two stores, etc., and is a favorite retreat for the sportsman. Fish: bass, pickerel, white-fish, pike, and muskallonge in abundance. Game: deer and bear, ducks, partridges, and rabbits.

DETROIT, Minn.

N. P. R. L. S. D. County seat of Becker county, is located on the western edge of the "Lake Park Region." This is a town of 1,800 inhabitants, and situated on the beautiful Detroit Lake, with its 37 miles of wooded shore line, has within the past few years become noted as a summer resort, large numbers visiting it annually. It has five hotels, one of which, the "Hotel Minnesota," is exceptionally fine, and especially adapted for summer tourists; the "Fair Haven House," situated in a beautiful grove on the terraces of the eastern shore of Lake Sallie, also furnishes a good stopping place. There are also a number of summer cottages, owned by the St. Louis Moorhead, Fargo, St. Paul and Minneapolis. Mineral springs, containing health restoring properties, are an attraction. Black bass and pike fishing is first-class. Deer, duck, and grouse hunting is also good. Has one bank, a newspaper, nineteen stores, five churches, two public halls, court house, handle factory, two elevators, three school buildings and two flouring mills. Products: wheat, oats, corn, rye, potatoes, farm vegetables; ships same; also lumber, wood, and ties. Detroit Lake, itself a lovely body of water, surrounded by rugged hills or low, wooded shores, is but one of a chain of lakes that stretches southward midst verdant mead and bossy isle. Here are Muskrat, Sallie,

Melissa, Buck, Little, Pelican, Fish, Lizzie, Crystal, and Lida lakes. In size these lakes vary from one-fourth mile long by the same distance in width, for the two smallest, to seven miles long by two miles or more wide for Lake Lida, the largest. The Pelican River, a small and most picturesque little stream, is a bond of union down to and including Lake Lizzie. Lizzie and Crystal lakes are connected by another channel, and Lake Lida, the largest and finest of them all, is connected with Lake Lizzie by still another. It lies so close to Crystal, however, that a small portage enables the tourist to soon transfer his canoe or rowboat from one to the other. The Detroit Lake & Pelican Valley Navigation Co., of Detroit, have spent much money to afford navigable communication between these lake gems. The Pelican River is not of itself navigable. Dredging has been resorted to to accomplish this result. Thus far, Lakes Detroit, Muskrat, Sallie, Melissa, and Buck's Mills, a point a mile or two below the latter lake, have been brought into communication. Between Lakes Muskrat and Sallie, a regular canal lock was necessary owing to the difference in level between the lakes. The locking of the little steamer Lady of the Lakes through here is always a matter of great interest to the passengers. One of the pleasantest features of this trip is the ride along the Pelican River, with its banks of long grass; the sharp turns of the narrow stream, the wooded heights back from it, and the somewhat rustic, whitewashed bridges under which the steamer passes.

DULUTH, Minn.

N. P. R. L. S. D. Population 59,356, is situated at the head of Lake Superior, and is the county seat of St. Louis County. Eight railroad lines run into Duluth, making it an important railroad center. It has a Government Land Office, a Board of Trade, Chamber of Commerce and Produce Exchange, seven banks, combined capital over \$ 2,000,000, sixteen grain elevators, capacity nearly 21,000,000 bushels, a blast

furnace, car works, iron and steel plant, large foundries and machine shops, flouring mills, saw mills, blast furnaces, one morning, one evening, and twelve weekly newspapers, and a complete system of water and gas mains and electric street railways, one fine opera house. Every branch of commercial industry is represented here. The docks of the Northern Pacific Ry., as well as those built by other companies and individuals, afford ample facilities for the unloading and warehousing of the cargoes from the largest lake vessels. Receipts and shipments of grain, coal, oil, lumber, salt, ores and fish are the leading items, but nearly every marketable commodity is received and handled at this point in great quantities. Inexhaustible supply of iron ore near the city. Large ship yards are located here, and several steel vessels have already been built. Duluth is abundantly supplied with the best educational and religious advantages, all denominations being represented. The very best of game, fishing, and hunting can be found in this vicinity.

ELK RIVER, Minn.,

N. P. R. L. S. D. Population 1,500, county seat of Sherburne county, on the Mississippi and Elk Rivers, with good water power. It has three hotels, two halls, seven stores, one newspaper, saw mill, flour mill, starch factory, creamery, three schools and three churches. Good farming country; fishing good.

FERGUS FALLS, Minn.

N. P. R. Fergus Falls Branch. County seat of Otter Tail county, population 5,000, has ten hotels, thirteen churches, two public halls, fine theatre, court house, masonic temple, Odd Fellows hall, three banks, one daily and five weekly newspapers, a Government Land Office, about 150 stores, and Minnesota's Third Hospital for Insane is located here. It is on the Red River, which furnishes a valuable water power, running many manufactories; viz., five flouring mills, two woolen mills, wagon factory, paper mill,

casket factory, etc. Has electric light, telephone exchange, water and gas works. Hard timber abundant. Wheat the principal product. Shipments of flour are large. Game: bear, deer, geese, ducks, prairie chickens. Fish: bass, pickerel, pike, and muskallonge.

FORT RIPLEY, Minn

N. P. R. L. S. D. On the Mississippi, derives its name from the old Fort which stood one mile from the station. It has 100 people, two grain houses, two stores, hotel, school, feed mill, blacksmith shop. Principal shipments: small grain and cord wood. Game: deer, bear, prairie chickens, partridges, grouse, etc. Wolf, raccoon, mink, etc., plentiful. Fish abundant.

FRAZEE, Minn.

N. P. R. L. S. D. Population 300, has eight stores, two churches, two schools, two hotels, one saw mill, one elevator, and one hall. Large shipments of wood and lumber. Deer, fish and small game abundant.

GLENWOOD, Minn.

N. P. R. Little Falls & Dakota Branch. Is the county seat of Pope county, and contains 950 people. It is situated on the north shore of Lake Minnewaska, 200 feet below the level of the surrounding prairie, in a beautiful valley, encompassed by high bluffs. As a scenic spot Lake Minnewaska is unsurpassed. It is twelve miles in length, four miles in width, and has a shore line of forty miles. The water is clear, and abounds in pickerel, pike, whitefish, bass, and muskallonge. Its shores are sandy, with a pebbly beach, most of which are lined with a beautiful border of timber. A smooth carriage road runs the entire distance around the lake, close to the water's edge. It has three hotels, one newspaper, two banks, four churches, two schools, court house opera house, livery, three public halls, new academy, theatre, twelve stores, one creamery, one roller flour mill, electric lights, bottling works, bottling famous Glenwood Springs water, etc. The outing grounds of the

Minneapolis Young Men's Christian Association are located here. Wheat the principal product and shipment.

GLYNDON, Minn.

N. P. R. L. S. D. ten miles east of Fargo, is the junction point with the Great Northern Ry. It has 450 inhabitants, two hotels, school, hall, two churches, one flouring mill, one newspaper, one elevator, and three stores. Is an important grain-shipping point, being situated in the Red River Valley, the great grain-producing region.

GREY EAGLE, Minn.

N. P. R. Little Falls & Dakota Branch. Has 250 inhabitants, two hotels, two saw mills, two churches, two schools, three stores, one factory, which manufactures wagon and sleigh stuff, and grain elevator. Its manufactures are principally lumber, Ships wood, timber, fencing and ties. Products: wheat, corn, oats, etc. Fishing is good.

HAWLEY, Minn.

N. P. R. L. S. D. on Buffalo River, population 600, has three churches, sixteen stores, three hotels, bank school house, hall, weekly paper, one flouring mill, two creameries, three lumber yards, and three elevators. Grain, hay, and live-stock the principal shipments. Silver Lake is three miles distant. Small game in abundance.

HENNING, Minn.

N. P. R. Fergus Falls Branch. About a mile from Leaf Mountain, population 400, has three hotels, three grain elevators, three lumber yards, flour mill, three repair shops, one bank, fifteen stores, one school and two church organizations. Products and shipments: piling, ties, wood, and wheat. Game: bear, deer, partridge. Fish abundant.

LAKE PARK, Minn.

N. P. R. L. S. D. population 800, has one school house, four churches, one public hall, a weekly newspaper, two hotels, two grain elevators, two creameries which produce 2,000 lbs.

of butter daily, two banks, nine stores, also a flour mill, 200 barrels capacity. Being situated on a lovely lake and near numerous other lakes, all containing an abundance of fish, renders this a most charming resort for visitors. Wheat is the principal grain, and shipments are wheat, dairy, and farm products. Small game; some deer.

LITTLE FALLS, Minn.

N. P. R. L. S. D. On the Mississippi, is an incorporated city of 5,000 inhabitants, the county seat of Morrison county. Improvements, costing \$ 250,000, put in by the Little Falls Water Power Co., furnish 10,000 horse power for the running of mills. Dam, canal and all improvements on solid rock foundation. The city has two stouring mills, capacity 1,200 barrels daliy, a pulp and paper mill, two sash and door factories iron works, water works, electric-light and gas plants, steam laundry, brewery, pop factory, court house and city hall, fine hotel, cost \$ 50,000, two banks, three weekly and one daily newspapers, four hotels, public hall, hospital, orphanage, graded school, six churches, thirty stores, two grain elevators and a steam dry kiln, saw mills, capacity seventy million feet, cost \$ 200,000. The town is situated on both sides of the river, and connected by a fine bridge, built at a cost of over \$ 20,000. Little Falls is the junction of the branch line runing to Morris, Minn., and for the "cut off" to Staples. The line to Staples passes through a finely timbered and agricultural country, which is being rapidly developed. Principal products; wheat, lumber, railroad ties and wood. A very superior quality of white, hard brick is also manufactured here. Abundance of game and fish.

LUCE, Minn.

N. P. R. L. S. D. Population 75, has two stores, hotel, school, elevator, feed mill and hall. Large shipments of wood and wheat. Deer, fish and small game abundant.

MINNEAPOLIS, Minn.

Minneapolis centers around ' the Falls of Saint Anthony, which affords immense water power; the first house was built in 1852; to day it has about 200,000 people; it is the largest lumber and flour producing city in the world, the annual lumber output reaching five hundred million feet, while the flour produces reaches the immense total of ten million barrels, with six hundred factories making over two hundred and twentyfive separate articles, it ranks seventh among the manufacturing cities of the country.

Minneapolis, the largest city in the State is located amidst a large and very fertile, agricultural district; it is situated on both sides of the Mississippi forming here the St. Anthony Falls, which furnish about a hundred thousand horse power.

The mills of Minneapolis are located on the Mississippi near the St. Anthony Falls; no visitor should miss visiting them.

On the left side of the river between 11th and 18th aves, are the buildings of the University of Minnesota attented by about 1000 students. Minneapolis and St. Paul are connected by railroad (one half hour) and by the Interurban Electric Tramway (40 minutes); the distance between the two cities is 10 miles.

Agents of the North German Lloyd:
E. Eichhorn & Sons, Minneapolis,
Minn.

A. E. Johnson & Co., 8 Washington Ave S., Minneapolis, Minn.

MOORHEAD, Minn.

N. P. R. L. S. D. is pleasantly situated on the Red River of the North, which separates Minnesota from North Dakota, and has a population of 4,000 people. County seat of Clay county. Has ten hotels, the Columbia, is the largest. Is the seat of Concordia College (Norwegian), Hope Academy (Swedish), State Normal School, Normal Dormitory, Catholic Schools, fine courthouse and jail, city hall and jail, and many other fine buildings; six churches, two public

halls; three public school buildings, one daily, two weekly newspapers, two national banks, two large flouring mills (capacity 1,000 barrels a day), two elevators, three brick yards, stock yards, livery and sale stables, splendid stores of all kinds, two lumber yards, planing mill, plow factory, one brewery, fifteen wholesale liquor houses, cold storage and beer warehouses for all Eastern breweries, - two wagon and sled factories, foundry and car-wheel works, agricultural works, two cooper shops (capacity 400 barrels a day), butter tub factory, making 100 tubs a day, bicycle factory, and other small manufactories. The United States weather bureau is located at this place. The city owns the electric-light and water-works plant. The city is supplied with gas, also artesian water. The principal streets are paved with cedar blocks; St. Cloud granite curbing used. Principal products: Grain of all kinds, potatoes, onions, beets, turnips, parsnips, and carrots are raised around here in great quantities, of which many carloads are shipped to Eastern markets. Hay is also shipped to St. Paul, Minneapolis, and the cities at the head of the lakes. Cattle, sheep, and hogs are raised in large numbers. Flax and grass seed raised in large quantities. A tannery of medium proportions recently started here. Game of all kinds abounds in great numbers around Moorhead; prairie chickens, grouse, pheasants, ducks, geese, and rabbits are the most plentiful.

MORRIS, Minn.

N. P. R. Little Falls & Dakota Branch. Near the Pomme de Terre River, which furnishes good water power; has 1,800 inhabitants, is the county seat of Stevens county, and the present western terminus of the Little Falls & Dakota Branch. Has six churches, a graded and high school, with two handsome school buildings, a Catholic parochial school, two public banks, two halls, three hotels, two newspapers, two flouring mills, four elevators, fifty stores, one creamery, and a new court house. The surrounding country is noted

for its fine stock, there being numerous herds of thoroughbred short-horns, Herefords, Jersey, and Polled cattle. Prairie chickens, snipe, plover, and ducks are abundant in their season. Products are wheat, barley, oats, corn, etc.: shipments the same.

MOTLEY, Minn.

N. P. R. S. L. D. Located on Crow Wing and Long Prairie Rivers, has 300 people, one hotel, four stores, one hall, two school houses, one bank, three churches, one planing mill and one large saw mill. Shipments: lumber, ties, wood and grain. Game and fish abundant.

NEW YORK MILLS, Minn.

N. P. R. L. S. D. Is a town of 450 people. It has one hotel, seven stores, meat market, one newspaper, church, school, hall, flour mill, two elevators, and blacksmith shop. Fine point for hunting deer, ducks, and partridges.

PERHAM, Minn.

N. P. R. L. S. D. Near Pine Lake, has 900 people, steam brewery, wagon factory, seventeen stores, four churches, public school, bank newspaper, planing mill, blacksmith shop, large roller flour mill, capacity 200 barrels daily; three large grain elevators, capacity 75,000 bushels each; two halls and four hotels. Perham is one of the good points for every variety of game, wild fowl and fish. Products, wheat, oats, barley, rye, corn and flax, etc.

RICE'S, Minn.

N. P. R. L. S. D. Population 300, has two hotels, six stores, three grain elevators, town hall, school house and two churches. A combination grist and saw mill is run by water power obtained from the Little Rock River. The water fall at this point is now about 14 feet. This can readily be raised to 20 feet, and offers a fine opportunity for the erection of a first-class mill. The surrounding country is a fine body of farming land, producing grain of various kinds.

ROYALTON, Minn.

N. P. R. L. S. D. On the Platte River, has 100 people, two flouring mills, one 300 barrels and one 150 barrels capacity, a feed mill, two saw and planing mills, one newspaper, one bank, four hotels, two grain elevators, twenty-one stores, three churches, two school buildings, opera house, seating capacity 450. Water-power privileges suitable for all kinds of manufacturing can be had at this point. Products: wheat and small grain. Game: deer, bear, prairie chickens, quail partridge. Fish abundant.

SANK RAPIDS, Minn.

N. P. R. L. S. D. The county seat of Benton county, is situated on the east bank of the Mississippi River, has 2000 inhabitants, five hotels, five churches, graded schools, two newspapers, two public halls, opera house seating 500, two flouring mills, and some fine quarries of red granite, pronounced equal to the celebrated Quincy granite of New England, varying only in color. An excellent water power, only partially utilized, renders this a good point for factories. General country produce. Game: ducks and other small game. Fishing in river and adjacent lakes.

SAUK CENTRE, Minn.

N. P. R. Little Falls & Dakota Branch. Has 2,700 inhabitants seven churches, schools and academy, one flouring mill, fanning mill, and sled works, novelty works, three banks, three hotels, creamery, pop factory, forty stores, two newspapers, etc. Is situated on Sauk River, at outlet of Sauk Lake, which is twelve miles long. Small game and fish abundant. Products and shipments principally wheat.

STAPLES, Minn.

N. P. R. L. S. D. Population 1,600, has five hotels, two banks two school-houses, public hall and library, four churches, eighteen stores, printing office, elevator, etc. Brick is manufactured extensively. The N. P. Ry. has a large roundhouse and machine shops at this point. The surrounding

country consists of good farming lands, also timbered lands. Small game in abundance.

STARBUCK, Minn.

N. P. R. Little Falls & Dakota Branch. Population 400, situated at the foot of Lake Minnewaska, has one hotel, fifteen stores, one public hall, one school building, church, one flour mill, three grain elevators, one creamery, one lumber yard, and livery. Products and shipments are principally wheat. Ducks, geese, and prairie chickens are numerous; fishing good.

ST. CLOUD, Minn.

N. P. R. L. S. D. Population 10,000, county seat of Stearns county, is situated on both sides of the Mississippi River. It has nineteen hotels, four banks, electric-light and gas plants, water-works, street railways, large saw mills, flouring mills, foundries, machine shops, wood-working shops, five elevators, a U. S. Land Office, various churches, schools etc. Near by are extensive granite quarries, 23 in number. A dam and canal, costing \$400,000, controls the water power of the Mississippi at this point. This is the center of a fine agricultural district, and is one of the most progressive of Minnesota cities.

ST. PAUL, Minn.

St. Paul, the capital, of Minnesota, stands on a series of terraces overlooking the Mississippi River at the head of navigation; it is the focus of immense railway systems and the center of an enormous wholesale and retail trade.

Today its population numbers about 180,000.

St. Paul has two Railway stations Union Depot at the end of Sibley Street near the river is used by most of the trains; Broadway Depot at the foot of 4th Street is for the Minneapolis & St. Louis R. R. and the St. Croix Railway.

The most attractive building in the city is the State's Capitol containing the library of 20,000 volumes of the State's Historical Society.

From the copula of the capitol the visitor enjoys a good view over the city.

Near the Capitol is the Post Office and the magnificent City Hall erected at a cost of \$1,000,000 and containing the Public Library. The business portion of St. Paul is substantially built; we may mention the Pioneer Press Office corner 4th and Robert Sts., New York Life Insurance Building corner Minnesota and Six Sts., the Globe Building corner Cedar and 4th Sts., the Germania Life Insurance Office at the corner opposite, the Bank of Minnesota and Great Northern Railway Office.

The following Railroad - Systems pass through St. Paul.

Chicago, Burlington & Northern. Chicago, Milwaukee & St. Paul. Chicago, St. Paul & Kansas City. Chicago, St. Paul, Minneapolis & Omaha. Minneapolis, St. Paul & Sault Ste. Marie. Minneapolis & St. Louis. Northern Pacific. The Great Northern Railway. St. Paul & Duluth. St. Paul, Minneapolis & Manitoba. Wisconsin Central.

SWANVILLE, Minn.

N. R. R. Little Falls & Dakota Branch. On the Swan River, has 150 inhabitants two hotels, elevator, three stores and school. Grazing and timber country; game and fish in plenty. Ships wood and timber. Is the station for Pillsbury, two miles distant, which has one flouring mill, one saw mill, three stores, one church and one school.

VERNDALE, Minn.

N. P. R. L. S. D. Near Wing River, which furnishes good water power, population 800, has two elevators, two hotels, one bank, a newspaper, one public hall, three churches, flouring mill, a planing mill, good schools, also a dozen stores. Products are wheat, barley, corn, oats, potatoes and garden vegetables. Game: deer, prairie chickens, pheasants.

VILLARD, Minn.

N. P. R. Little Falls & Dakota Branch. Population 2,000, has one hotel, one public hall, one large elevator, seven stores, one school, and three churches. Wheat the principal product and shipment. One-half mile distant is a chain of beautiful lakes, abounding in black bass, pike and pickerel. Game: prairie chickens, ducks and all small-game.

WADENA, Minn.

N. P. R. L. S. D. County seat of Wadena county, has a population of 1,500 six hotels, five churches, public hall, two newspapers, twenty stores, one brewery, two banks, one school building, flouring mill, saw mill, planing mill, and a plow factory. Products: wheat, barley, corn, oats and potatoes. This is the junction point of the main line with the Fergus Falls Branch running to Milnor. The Itasca State Park, 7 x 5 miles, is about .65 miles, from Wadena. A wagon road runs to this park from this point, also from Verndale and Detroit. Game and fish in abundance.

WINNIPEG JUNCT., Minn.

N. P. R. L. S. D. on Buffalo River, near Silver Lake, is the junction point of the main line and Manitoba Division, which runs to Crookston, Red Lake Falls, Grand Forks, and Winnipeg, through a rich farming country. Has two stores, church, school, and two hotels.

WINONA, Minn.

Situated on the Mississippi, 307 miles from Chicago and 103 miles from St. Paul.

Here are two bridges over the river. It has a population of 18,500. Its trade in grain and wood is important. The railroad connections are by the Chicago, Milwaukee & St. Paul and the Chicago, Burlington & Quincy, Railroads.

MISSISSIPPI.

Mississippi, like Alabama, was first visited by Europeans at the time (about 1541) when the Spanish expedition bore the bright banner of De Soto through all the great belt of forest swamps which lies upon the Mexican Gulf—from the palm-covered plains of Florida on the east, to the far-off floods of the mighty “Father of Waters”, on the west.

In 1682. La Salle descended the Mississippi River, and visited the territory of its present namesake State. Two years after, he set out again for the region, with a resolute band of colonists, but the venture failed before it was fairly begun, various misfortunes preventing his ever reaching his destination. Iberville, a Frenchman, made the third attempt at the settlement, but with no better success than his predecessors met with. A beginning was, however, at length accomplished, by Bienville and a party of Frenchmen. This expedition settled in 1616 at Fort Rosalie, now the city of Natchez. A dozen years later (1728) a terrible massacre of the new comers was made by their jealous Indian neighbors. Other sanguinary conflicts with the aborigines took place in 1736, '39, and '52, with the same final result—the defeat and devastation of the Indian tribes, and the triumph of the invading whites.

The territory fell into the possession of the British Crown upon the conclusion of the peace of Paris, in 1763. In 1798 the colony was organized as a Territory, Alabama

forming a portion thereof. The State history of Mississippi began December 10, 1817, at which time Alabama was still included.

Mississippi was one of the first States to attempt Secession, and as early as January, 1861, planted artillery at Vicksburg to command the river. Later in 1861 U. S. naval expeditions captured Biloxi and Ship Island. In 1862 Beauregard's Confederates yielded Corinth to Halleck's National troops, after a long siege; and in October Gen. Price and Van Dorn assailed the town with 35,000 Confederates, and were terribly defeated by Rosecrans, sacrificing 9,000 men. At Inka the two armies lost 1,000 men each. Vicksburg, on its high bluffs, was the Key of the Mississippi, and bristled with fortification and cannon, which foiled Farragut, in June, and Sherman, in December, 1862. In April, 1863, Grant crossed the river at Bruinsburg; captured Grand Gulf and Jackson; defeated Pemberton's 25,000 men at Champion Hills; and on July 4th received the surrender of Vicksburg, with 27,000 soldiers.

In 1865 Mississippi repealed the ordinance of secession, and abolished slavery. The property valuation was lowered between 1860 and 1870 by the war and the liberation of the slaves, from \$ 607,324.911 to \$ 208,197,345, and is now (U. S. Census of 1890) \$ 158,000,000.

The Latitude of Mississippi is from $30^{\circ} 18'$ to 35° N., and her Longitude from $88^{\circ} 7'$ to $91^{\circ} 41$ W.

Her population in
1860 was 791,305,
and in 1890 1,289,600.
Of these inhabitants
539,704 were white
747,720 were colored.

COLUMBUS, Miss.

Columbus, population about 4,000, is upon the Tombigbee River, 60 miles below Aberdeen, and 145 miles northeast of Jackson.

Railroads: Gulf & Chicago; Mobile & Ohio.

HOLLY SPRINGS, Miss.

546 miles from and 210 miles above Jackson the most popular watering place of Mississippi, and a flourishing country-town. It is connected by railway (north) with the line from Memphis to Chattanooga, Tennessee. The Chalmer's Institute and St. Thomas' Hall for Boys, the Franklin Female College, and the Holly Springs Female Institute are here.

The vicinage of Holly Springs is remarkable for its natural beauty and its salubrious climate.

Railroads: Illinois Central.

JACKSON, Miss.

Jackson, the Capital of Mississippi, is upon the Pearl River, south-west from the centre of the State. It is connected by railway, 46 miles, with Vicksburg, on the Mississippi River, and may be thus reached from New Orleans. It is a chief point on the great railway route from New Orleans northward.

Jackson is regularly built and has some 5,000 inh. The State House is a very handsome edifice. The other chief buildings are the Ex-

ecutive Mansion, the State Lunatic Asylum, the State Institutions for the Deaf, Dumb, and Blind, and the City Hall. The State Penitentiary, a spacious and handsome edifice, was nearly destroyed during the Civil War. There is also the large State Library, containing some 90,000 volumes.

MERIDIAN, Miss.

The second largest city of Mississippi, having a population of over 10,600. Its importance is due chiefly to its position at the junction of several railroads.

Railroads: Alabama Great Southern; East Tennessee, Virginia & Georgia; Mobile & Ohio; New Orleans & Northwestern; Vicksburg & Meridian.

NATCHEZ, Miss.

A pleasant city on the Mississippi river, 279 mls. above New Orleans, with fine public buildings and friendly homes in Natchez-on-the-Hill. It is one of the most populous and commercial places in the State.

Railroad: Natchez, Jackson & Columbus R. R.

VICKSBURG, Miss.

On the Walnut Hills, which extend for about 2 miles along the river, rising to the height of 500 ft., and displaying the finest scenery of the Lower Mississippi. Having a population of 13,371, it is the largest city in Mississippi. Vicksburg was founded in 1836 by a planter named Vick. Vicksburg is the most important place on the Mississippi between New Orleans and Memphis, and about equally distant from both.

Railroad: Louisville, New Orleans & Texas.



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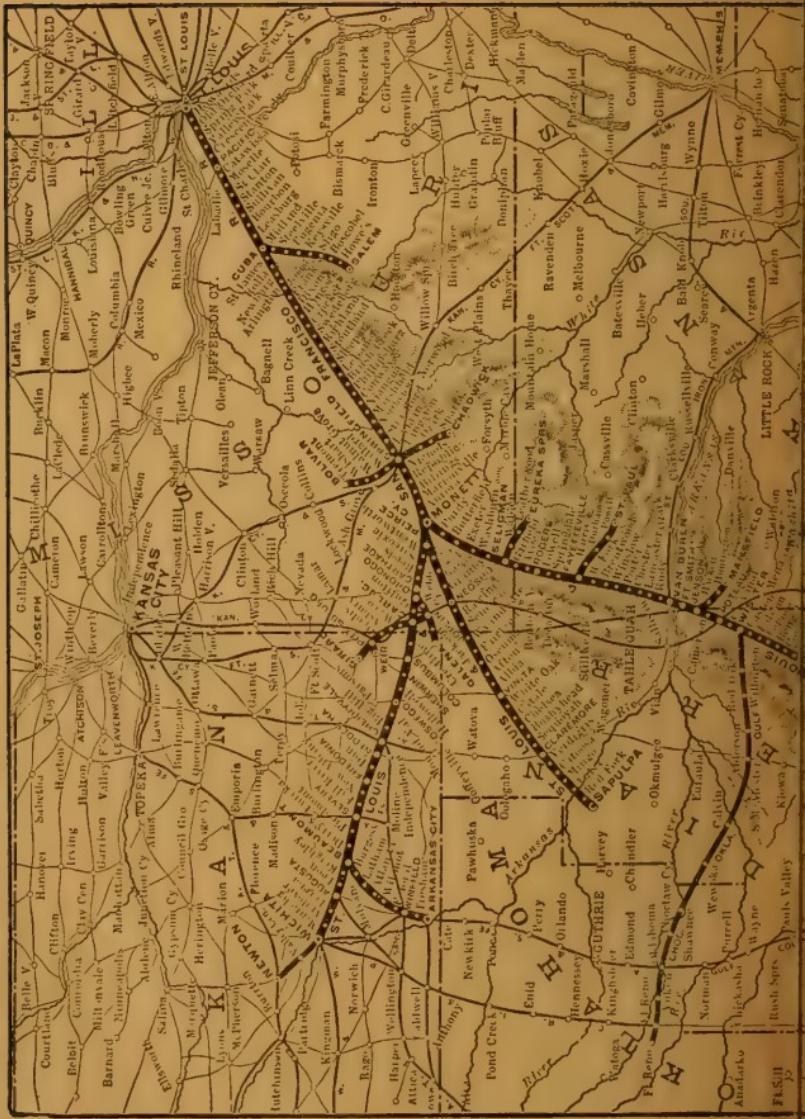
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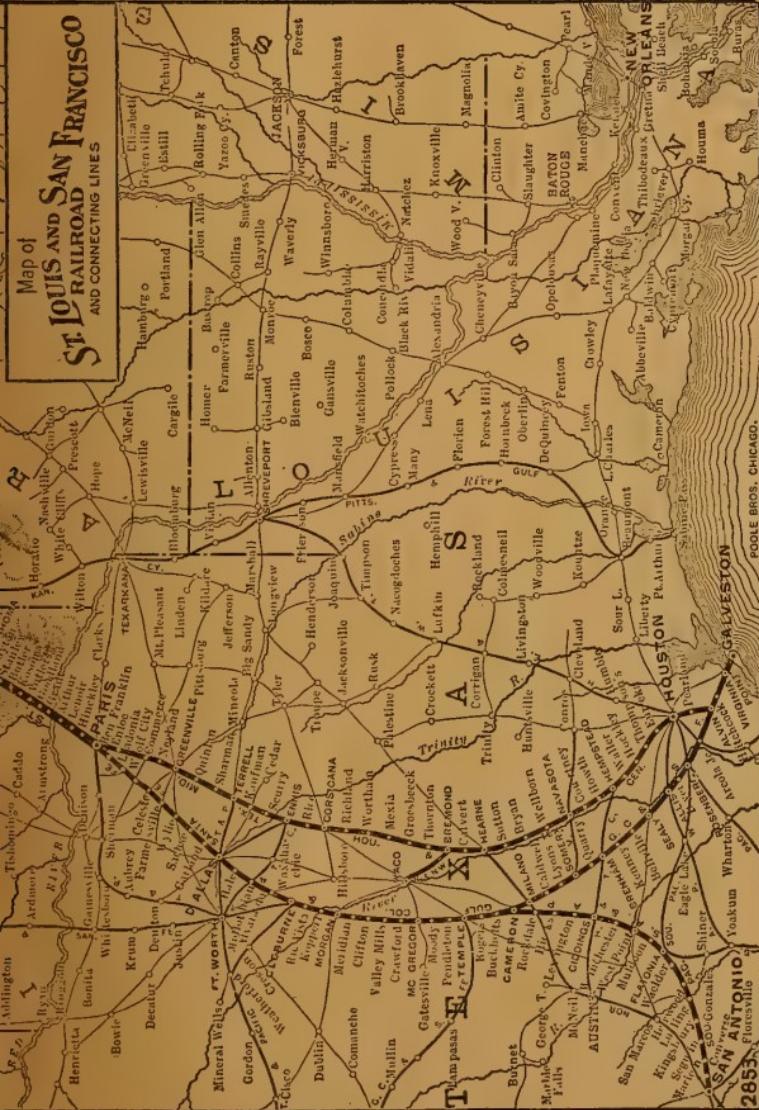
MISSOURI, KANSAS, ARKANSAS INDIAN TERRITORY AND TEXAS.

Starting from the magnificent *GRAND UNION STATION* at *St. Louis*, the largest, handsomest and most complete Passenger Terminal in the World, passengers via the Frisco line are delighted with the strangely interesting variety of country, scenery and climate along the line. There can be no wonder at the wide popularity of this route to the Southwest. Between *St. Louis* and *Springfield*, Mo., is crossed the *Ozark Mountain Range*. These picturesque slopes and steep declivities are the Huntsman's paradise. The everlasting mountain streams furnish all the kinds of fish native to such localities. Down in the valleys are snug homes which boast of rich delta lands, no mosquitoes or malaria, and pure mountain air. Between *Monett*, where the Frisco's California Route leads off west, and *Ft. Smith, Ark.*, are the *Boston Mountains*, and further South the *Kiamichi Highlands*, whose scenery is bewitching, and in some spots wild in its grandeur. Streams, wild fowl, fish, deer and smaller game complete any picture, fancy may draw. There are signs of the red man to be found, but there are signs only, for civilization in its highest type has made the country to blossom as the rose. Even along that part of the road between a point a few miles south of *Ft. Smith, Ark.*, and *Red River* which is the Eastern portion of the Indian Territory, the red man, who is in evidence at the railway stations, presents an Americanized appearance. He may be seen mounted on the strong muscled Indian pony, a man hardy of limb and keen of eye, dressed in combination style, so to speak, retaining some of the garments and ornaments of the untamed fathers, and nearly always with the handy lariat hooked on to his big horned saddle. Here we find a study in government and human evolution. Men who once subsisted on wild animals and fowls, and, but for their skins and feathers would have had to go naked; who fought with weapons of flint and seasoned wood, and who killed each other and carved their own bodies



St. LOUIS AND SAN FRANCISCO
RAILROAD
AND CONNECTING LINES.

AND CONNECTING LINES



POOLE BROS. CHICAGO

2853 Floresville

in pursuance of savage whims or instinct, have disappeared over in the happy hunting grounds. By gradual stages the brute has been merged into the man of affairs.

The fruit and Vegetable possibilities along the "Frisco Line" are stupendous; the road penetrates through the fruit belt of the *Ozark Mountains*, where all manner of finest flavored apples and other fruits grow in abundance, which obtain a perfection unknown in any other part of the world. The air is always pure and surrounded by magnificent mountain scenery, some of the land needs but the touch of industry to be made richly productive of cotton, corn and fruits. There is an abundance of black walnut, short leaf pine, hickory, oak and cedar timber which is close to the tracks. Perhaps there is no item of greater importance to this great valley than that of the manufacture of the cereal products into other forms of food products. The great surplus of the farming districts must of necessity be sent out to the world as raw, material, but the population of the great valleys will always consume large quantities of rolled oats, hominy, grits, corn starch, white flour, graham flour and meals. The milling of flour and rolled oats has gained considerable headway in this valley already, but there are large opportunities for the manufacture of corn products, such as hominey, grits and starch. There is also known to be a large export demand for starch. The milling of flour must of necessity grow to large proportions as the opening up of new territory to the west and south increases the demand for these products. While agriculture will always be the leading industry of the southwest, her mines and minerals are designed to play an important part in her material advancement. The famous lead and zinc mines in the *Granby*, *Aurora* and *Joplin* districts have in a few years made the counties of *Newton*, *Lawrene* and *Jasper* in *Missouri* increase wonderfully in population. These counties produce more than one half of the lead mined in the state, and for several years past more than one-half the lead production of the United States has been from Missouri mines. These mines are surrounded by a rich agricultural region and the one industry has materially assisted in the development of the other.

A point of international interest reached via the Frisco Line is *Eureka Springs*, Ark., located on the Eureka Springs Railway about 20 miles from *Seligman* (junction with Frisco Line). The fame of this wonderful health and pleasure resort has become world wide. It is built on hill sides and along pointed peaks. Streets are winding and all awry, in order to conform to the lay of the land. But each pretty house, each business block, is accessible from some kind of well-kept street or byway. An electric street car line winds about from one end of the town to the other, affording a ride which for odd scenery and fine views, for convenience and for safety along surprising slopes, is not duplicated anywhere in America. This most remarkable street railway ascends from its lowest elevation to its highest, some 500 feet, and just at the highest point lands you at the Crescent Hotel, a modern structure of gray stone, ornate and

beautiful, fulfilling all the needs of the most exacting traveler. From the Crescent Hotel one may get a view of *Pea Ridge Mountain*, the scene of one of the battles of the Civil War. Other views within 12 miles of Eureka Springs are: *Pond Mountain*, pronounced unequalled for its kind in the United States; *Grand View*, a point overlooking the winding Valley of *King's River* and the sparkling *Osage*; *Pivot Rock*, *Bennett's Cave*, *Blue Spring*, *Roaring River*, and the *Narrows*, and the *Cedar Cliff's* on *White River*. The trip over the Springs Railway is of itself worth taking, owing to its views of mountain gorge and pine-clothed slopes. Here are to be seen the grand *passes* along the picturesque *White River of Arkansas*. It is a remarkable fact concerning the Eureka Springs that they will cure kidney troubles in any form; few cases of sore eyes treated by the water have been known to give any more trouble, and it will yet be the greatest cure in the world for kidney troubles, Bright's disease, all eye troubles, all female troubles, stomach weakness and any skin affection. The Frisco Line has made every arrangement for the convenience and dispatch of travel to the place.



MISSOURI.

Missouri fell to the share of France, by virtue of the discoveries of Marquette and Joliet, in 1673, and La Salle and Hennepin, in 1682. A settlement arose at St. Genevieve about the year 1750; in 1720 the French founded fort Orleans for the Indian fur trade and to hold in check the Spaniards, advancing from Mexico. Within a few years the Missouri Indians destroyed this establishment.

The site of St. Louis was selected by Pierre Laclède Ligueste, who sent Auguste Chouteau to found a village there in 1764, for the headquarters of Maxent, Laclède & Cie. When Illinois passed into English hands, many French families went to dwell along the shores of the Missouri under the benign laws of Spain, trading in furs with the northwestern Indians and farming along the rich bottom lands.

Daniel Boone, the pioneer of Kentucky, became a Spanish subject in Missouri in 1797, and was made Syndic of the Femme-Osage district. In 1769 Blanchette founded Charles, as a military post. The Louisiana Purchase made by the United States from Napoleon in 1803 included Missouri, which became a Territory in 1812 and a State in 1834.

In 1808 Chouteau and Lewis effected a treaty with the Osages, pushing back their frontier to Fort Clark, above Lexington, and gaining millions of acres for settlement. Then and after the War of 1812, thousands of immigrants poured in from Kentucky, Tennessee and the Carolinas. The application of Missouri to be

admitted to the Union in 1818, was followed by a long period of angry discussion, the Northern States being sternly opposed to the creation of another slave-holding commonwealth, while the Southern people maintained that since slavery had always existed in Missouri under the French and Spanish governments, it could not be legally abolished. Finally the famous Missouri Compromise went into effect, bringing the new State into the Union with her existing social system, but excluding slavery from all the rest of the Louisiana Purchase north of $36^{\circ} 30'$.

The first steamboat in Missouri waters was the Enterprise, in 1815, the first to reach St. Louis was the Gen. Pike, in 1817; the first to ascend the Missouri was the Independence, which reached Franklin and Chariton in 1819.

At the outbreak of the late civil war, the governor endeavored to lead Missouri into the company of the Confederate States and a part of the General Assembly declared the existing ties between Missouri and the United States to be dissolved; but the people remained faithful, elected a convention which voted heavily against Secession and deposed the General Assembly and the Governor. Governor Jackson thereupon proclaimed the State to be "a sovereign, free and independent Republic" and large Confederate armies assembled in the southwest. Lyon with four Missouri regiments broke up the encampment of neutral State troops and pressed the Southern

forces into the Ozark Mountains; he then marched against the enemy in the South and was killed at Wilson Creek, his troops were defeated in a terrible six-hours battle. Missouri contributed 108,777 soldiers to the National Army, and 30,000 to the Confederate army, or 60 per cent of its men subject to military duty. Of these 27,000 died in the two services. This was the only Slave State to voluntarily abolish human slavery, which was done early in 1865 by a convention elected by 30,000 majority. Lincoln's Proclamation of Emancipation did not apply to this State, and of her own accord she freed her 114,000 negroes, valued at \$40,000,000. After the war, Missouri repealed her stringent emergency legislation; declared a general amnesty; and became a liberal Democratic State.

Missouri is from 36° to 40° 30' North Latitude, and from 89° 21' to 95° 44' West Longitude.

The name of Missouri means "Big Muddy", and was applied by the Indians to the river which still bears it, pouring down in the springtime laden with the yellow mud of miles of prairie. Missouri used to be called also the "The Iron Mountain State" or "The Bullion State".

The population of Missouri was in
1860: 1,182,012
1890: 2,679,184,

of which number 154,131 are colored.

The Missouri River. The restless turbid waters of this magnificent river flow fretfully, 3,096 miles from their sources in the remote west to their *debouchure* in the Mississippi, not far above the city of St. Louis.

The Missouri is navigable for steamboats, except for periods of extreme drought, 2,575 miles, from its mouth to the fort of the Great Fall.

The *Yellow Stone*, one of the principal tributaries of the Missouri, rises in the same range of mountains with the main stream. It enters from the south by a mouth 250 yards wide, and is a broad and deep river, having a course of about 1,600 miles.

The *Platte*, another of its great tributaries, rises in the same range

of mountains with the parent stream and, measured by its meanders, is supposed to have a course of about 2,000 miles before it joins that river.

The Kansas is a very large tributary, having a course of about 1,200 miles, and is boatable for most of the distance.

The Osage is a large and important branch of the Missouri; it is boatable for 660 miles, and interlocks with the waters of the Arkansas.

The Gasconade, boatable for 66 miles, is important from having on its banks extensive pine forests, from which the great supply of plank and timber of that kind is brought to St. Louis.

BOONVILLE, Mo.

The terminus of the Versailles and Boonville Branch of the Missouri Pacific R. R. on the Missouri. A lively town, surrounded by vineyards and mines. It is 108 mls. from Hannibal, Mo. and has 4,000 inhabitants.

CANTON, Mo.

A neat and lively village of Missouri on the Mississippi, 30 miles north of Hannibal, is mostly remarkable as seat of the Missouri Christian University. The population of the city is about 2,000.

CARTHAGE, Mo.

The metropolis of south-west Missouri, on the Missouri Pacific R. R. and also on the St. Louis & San Francisco R. R., an important city of some 8,000 inh. near the Spring River, which furnishes fine water-power, driving flour and woolen-mills, machine shops, and manufactories of plows, carriages, etc. It is 116 mls. from Kansas City.

COLUMBIA, Mo.

A town of some 5,000 inh. in Missouri, is mostly remarkable as seat of the State University, opened in 1840, with 28 professors and 620 students, partly women. The University has connected with it the land-grant Agricultural College, with a veterinary laboratory, horticul-

tural gardens, and a productive farm. Columbia is the terminus of the Columbia Branch of the Wabash Western R. R., diverging at Centralia, 124 mls. from St. Louis and 153 from Kansas city. The branch-line is 22 miles long.

JEFFERSON CITY, Mo.

The capital of Missouri, upon the Missouri River, 125 miles west of St. Louis, by the Pacific Railway, or 155 miles by steamboats up the river. Jefferson City is on the great route to Kansas, Nebraska, Utah, California; and all the Rocky Mountain region. It is well built and has a wealthy population of Missouri is a fine stone edifice, erected, in 1860, and enlarged from 1881 to 88.

HANNIBAL, Mo.

The sixth largest city of Missouri upon the Mississippi, 153 mls above St. Louis and 20 mls. below Quincy with 12,857 inh., an important Mississippi port and railway-center, with large shipping and manufacturing interests. It is one of the northern termini of the Missouri, Kansas & Texas R. R., and several other important railways converge here.

KANSAS CITY, Mo.

A very important and flourishing manufacturing and railway center, on the left bank of the Missouri River, just below its confluence with the Kansas River, with 132,176 inhabitants. Three fine bridges span the Missouri River, affording some good specimens of engineering skill. Grand Central Depot, Opera House, Custom House, Board of Trade and Court House. The beautiful Lake Fairement is worth a visit.

Agents of the North German Lloyd:

W. W. Avery, Chief Clerk K. C. P. & G. R. R., Kansas City, Mo.

MEXICO, Mo.

A busy city of 4,789 inh., 325 mls. from Chicago, on the Chicago and Alton R. R., at the junction with the Wabash R. R. The seat of the Hardin College for Women and other educational institutions.

NEVADA, Mo.

An industrial city and railroad center in western Missouri, near the Kansas boundary, 232 mls. from St. Louis. It has a population of some 8,000. The main line of the Missouri Pacific R. R., and the Missouri, Kansas & Texas meet here.

SEDALIA, Mo.

One of the large central cities of Missouri with some 14,000 inh., a nest of factories and convergence of railways, surrounded by rich farming land. It is built on one of the highest swells of a rolling prairie and its principal street is 120 ft wide, finely shaded, and has many handsome buildings.

Railroads: Missouri Pacific; Missouri, Kansas Texas.

SPRINGFIELD, Mo.

One of the large central cities of Missouri, having a population of some 21,850. It is the first station of much importance on the route from St. Louis to San Francisco by the St. Louis San Francisco R. R., 238 miles from St. Louis. It is

Lake Fairmont Park.



the most important settlement of southwestern Missouri, and notable as the seat of Drury College, a large Congregational institution with 165 students, and some other educational establishments. Springfield is a large railroad-center also. Here junction is made with the Kansas, Fort Scott and Memphis R. R.

ST. JOSEPH, Mo.

A very remarkable industrial and railway center with some 52,000 inh. upon the Missouri River, 340 miles above Jefferson City and 496 miles, by water, from St. Louis. It is the most important place in the western part of Missouri and a great point of departure for the western emigrants.

Railroads: Chicago, Burlington & Quincy; Chicago Rock Island & Pacific; Chicago, St. Paul & Kansas City; Hannibal & St. Joseph,

Agents of the North German Lloyd:

Carl Fuelling, St. Joseph, Mo.

ST. LOUIS, Mo.

The metropolis of Missouri, is one of the oldest, the largest and the most important cities in America. It is admirably situated on the Mississippi not far from the confluence of the Missouri and the Illinois, and hence occupies a remarkably strategic position with regard to the great rivers of the continent. It covers 40,000 acres, with a river front of 19 miles, and rises in some localities 200 feet above the Mississippi. The 22 railways converging at St. Louis, and her immense river-navigation, have given her control of the trade of the Mississippi Valley and the Southwest. St. Louis is also one of the foremost cotton centers, the receipts reaching 600,000 bales a year.

St. Louis lies upon the right bank of the Mississippi river, 20 miles below the entrance of the Missouri, and 174 miles above the mouth of the Ohio. It is 744 miles below the Falls of St. Anthony, and

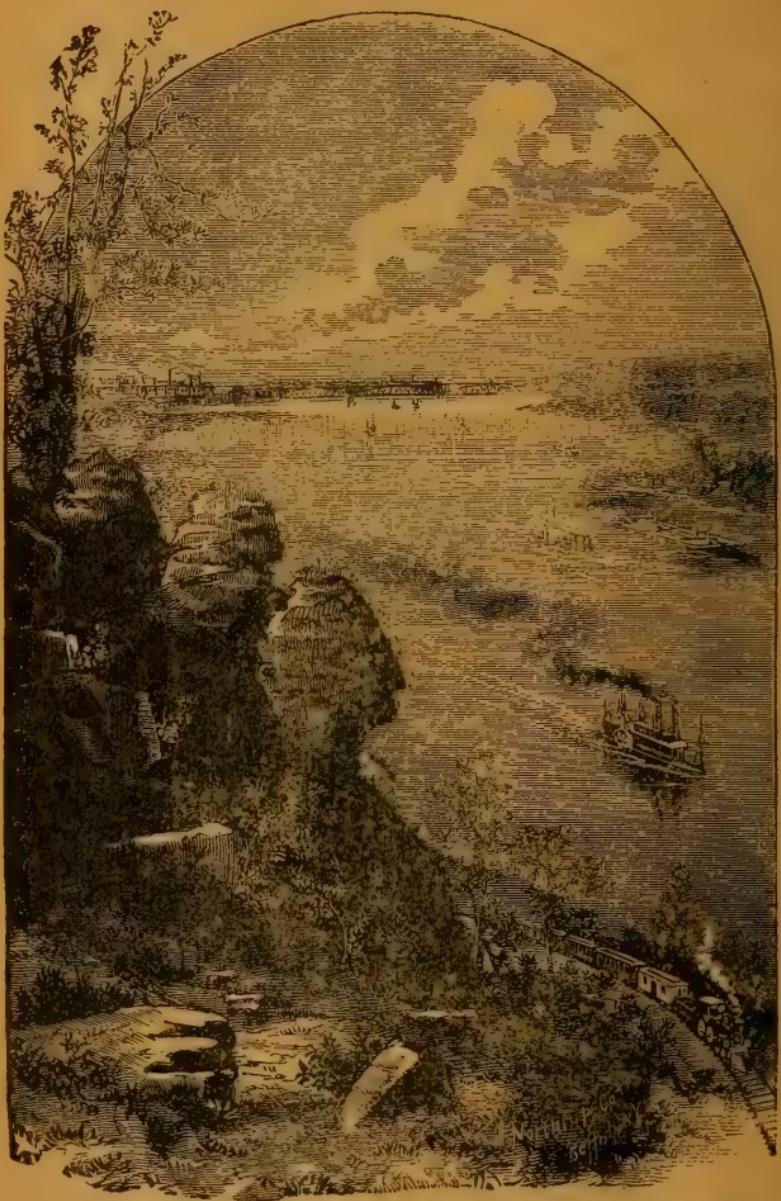
1,194 miles above the city of New Orleans.

The most prominent structure of St. Louis is the great St. Louis Bridge, crossing the Mississippi. The Merchants' Bridge was built across the Mississippi in 1889-90, at a cost of \$6,000,000. It is 2½ miles north of the Ead Bridge and 2,240 feet long. It is used only for railroad purposes.

The city is, for the most part, regularly laid out, the streets near the river running parallel with its curve, while farther back they are generally at right angles with those running west from the river-bank. From the Levee, or river-front, the streets running north and south are named numerically, beginning with Main or 1st St., 2^d St., 3^d St., etc., up to 25th St., with the single exception of 5th St., which is called Broadway. Streets running east and west, and those west of Jefferson Ave., or, 26th St., are named arbitrarily or from some historical association. The houses are numbered on the "Philadelphia system" — i. e., each block starts with a new hundred, all streets running parallel to the river being numbered north and south from Market St., while on all streets running eas, and west the numbering begins at the Levee.

There are many remarkable public buildings. One of the finest is the Court-House, occupying the square bounded by 4th, 5th, Chestnut, and Market St. It is built in the form of a Greek cross, at a cost of \$1,200,000. The City Hall is another excellent edifice of brick and stone, erected at a cost of \$2,000,000. The Four Courts is a spacious limestone building, in Clark Ave., between 11th and 12th Sts., erected at a cost of \$1,000,000. In the rear, is an iron jail, semicircular in form, and so constructed that all the cells are under the observation of a single watchman at once. The Custom-House, including Post-Office and U. S. Sub-Treasury, is on the block between Olive, Locust, 8th, and 9th Sts. and worthy of metropolitan fame.

The United States Arsenal is a



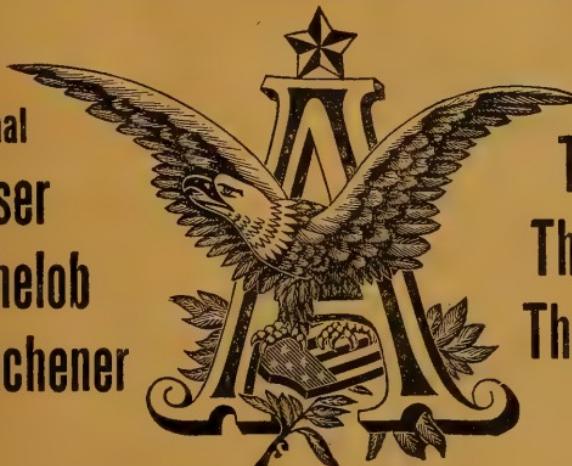
Missouri River below St. Louis. (iron Mountain Route.)

ANHEUSER-BUSCH BREWING ASS'N.

THE LEADING BREWERY IN THE WORLD.

Brewers of the Most Wholesome and Popular Beers.

The Original
Budweiser
The Michelob
The Muenchener



The Faust
The Anheuser
The Pale Lager

Served on all Pullman Dining and Buffet Cars.

Served on all Wagner Dining and Buffet Cars.

Served on all Ocean and Lake Steamers.

Served in all First Class Hotels.

Served in the Best Families.

Served in all Fine Clubs.

Carried on nearly every Man-of-War and Cruiser. Served at most of the United States Army Posts and Soldiers' Homes.

The Greatest Tonic, "Malt-Nutrine" the Food-drink, is prepared by this Association.

O. MEYER & Co.

Nos. 24 to 27 West Street; Telephone No. 2795 Cortland St.

and 109

No. 12th Ave and 130th Street; Telephone No. 3 Harlem.

Sole Agents and Wholesale Dealers in NEW YORK.

grand structure in the southeast part of the city; and 13 miles below, on the river banks, are the Jefferson Barracks, one of the most important recruiting stations of the U. S. Army.

Washington University, 17 St. and Washington Ave., occupies a large building with numerous laboratories.

There are also Concordia College, the Lutheran theological seminary in a handsome new Gothic Building; the School for the Blind with accomodation for 100 children; the Mercantile Library Association; the St. Louis University, an important Jesuit institution, with the Academy of Science; and many other prominent educational institutions.

One of the chief attractions in the city, is an enterprise, which has made St. Louis famous all over the world; that is the Anheuser Busch Brewery. Visitors should not fail to inspect the gigantic brewery of the Auheuser Busch Brewing Association. This Brewery covers a total area of over fifty city blocks.

It is a city in itself; a mammoth establishment, the splendid appliances of which, wholly in keeping with the most advanced modern processes, make it the model institution of brewing industry of the world.

This enterprise was founded in 1857, by the late Eberhard Anheuser, who associated with him, in 1865 Mr. Adolphus Busch. Upon the death of Mr. Anheuser in 1880, Mr. Busch succeeded to the presidency of the association and general management of the business.

The Brewery has an actual brewing

capacity of 2,000,000 barrels per year, and its output in 1897 amounted to 765,520 barrels, and 31,056,200 bottles. There is hardly a city of importance in the United States, without a branch of the Anheuser Busch Brewing Association. Its best known brands, such as the Budweiser, Michelob, Muenchener, Faust, Anheuser-Standard and Pale Lager are to be found in all the Dining and Buffet Cars, Ocean and Lake Steamers and in all first-class establishments.

Visitors to the Brewery are graciously received by the management, the staff of which is composed of Mr. Adolphus Busch President, Mr. August A. Busch Vice-President, Mr. Adolphus Busch Jr. Second Vice-President, Mr. Eugene Muehlemann Secretary and Treasurer.

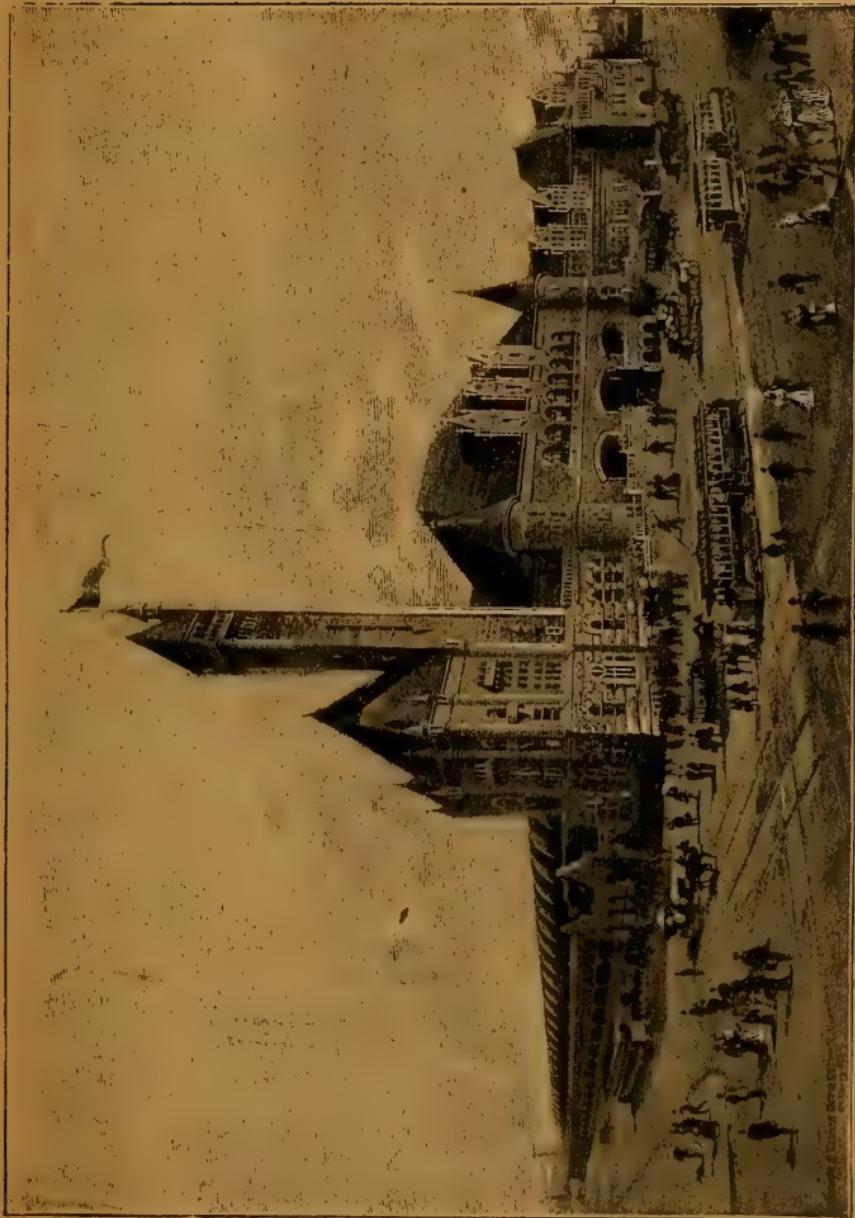
In the vicinity of the City are the beautiful Tower Grove and Forest Park's embellished with statutes and fountains. The Botanical' (Shaw's) Garden is rich in flowers, native and exotic.

The principal railroads are: Missouri Pacific; Union Pacific, Atchison Topeka & Santa Fé; Pittsburg, Cincinnati, Chicago & St. Louis; Cleveland, Cincinnati, Chicago & St. Louis; Missouri, Kansas & Texas; Wabash, St. Louis & St. Francisco.

Agents of the North German Lloyd:

Fourt Nat'l Bank, Cor 4th & Olive Sts., St. Louis, Mo.

Union Station, St. Louis Mo.





MISSOURI PACIFIC SYSTEM.

Among the prominent railways of North America none traverses a more interesting or promising section than does the great Missouri Pacific Railway System. The superior equipment of this road, its through car service to the principal cities of the West, South and Southwest, together with the facilities provided for

shipping live stock of all kinds, and the easy and rapid handling of all agricultural products, form extraordinary inducements to the traveler for pleasure and to the homeseeker.

After leaving the St. Louis Union Station the line passes through a very fertile farming and fruit-producing section of Missouri, and many of the most important commercial cities of the state. One hundred and twenty-five miles from St. Louis is the state capital, Jefferson City, a large and prosperous city, on the Missouri River.

Sedalia, a town of about 20,000, is five hours ride from St. Louis, and almost in the exact centre of the state. From here the line runs by either of two routes to the "Midland Metropolis", Kansas City. In the magnitude of its dealings in Stock and packing Kansas City is second only to Chicago. Nearly forty per cent of the cattle in the United States is in territory tributary to Kansas City.

The line from here to Omaha passes through numerous villages and towns which show evidences of a substantial prosperity, and reaches Atchison, Kans. From here a branch, with trains at convenient times, runs to St. Joseph, Mo., an important wholesale city. Omaha, Nebraska, the terminus of one of this roads numerous branches, has a vast territory tributary, reached only by the railways centering there. The United States census of 1890 gives Omaha a population of 140,452, to which, in considering the commercial features of the city must be added that of South Omaha, which, though a separate municipality, is virtually one with the larger city. At *Omaha*, from June to November, 1898 will be held the *Trans-Mississippi and International Exposition*. The grounds are within the city limits, and easy of access by both Street and steam railways. The Missouri Pacific Railway gives superior service between Omaha and Kansas and Missouri.

ST. LOUIS.





The main line of the road, with its various branches and connections, forms a network over the Entire state of Kansas, reaching all the principal towns and cities, including Wichita Topeka, Fort Scott, Leavenworth, Lincoln, the capital of Nebraska is also reached by the Missouri Pacific Railway. Through cars are run from St. Louis over the main line and its branches to nearly all the important places of the West, Pullman buffet sleeping cars are operated from St. Louis to Denver, Colo., passing through Colorado Springs, whence a branch line takes the traveller to the far-famed Manitou, Stopovers are allowed that tourists may visit Manitou without any inconvenience in regard to tickets.

Whether on business or on pleasure bent, the traveler will find this the best route to the West.

To the man of enterprise, and action, who, having capital to invest in manufacturing, agricultural or commercial ventures, desires a rapid and sure increase therein, or to the man whose capital is his ability, no other section of the country offers so many and so great advantages as the marvellous region reached via the St. Louis, Iron Mountain and Southern Railway; better known as the "Iron Mountain Route".

Leaving the St. Louis Union Station — the largest and most magnificent railway station in the world, — this route operates daily through Pullmann Buffet Sleeping cars between St. Louis and all the principal cities and health resorts of the Southwest, making direct connection at St. Louis Union Station with Eastern lines from New York and Atlantic Coast points. The line traverses a country exceptionally rich in natural resources.

Starting from St. Louis the train winds along the bank of the Mississippi River. After crossing the picturesque Meramec River the road passes through De Soto, an old French settlement, now a busy town of about five thousand. Here are located the shops of the Iron Mountain Route, which furnish employment to a large number of mechanics.

Winding hills and valleys, the rugged bluffs of Missouri affording scenery that rivals the far-famed Hudson, the line passes through Mineral Point, Irondale, Bismarck, Iron Mountain, Pilot Knob and Ironton, places whose names indicate the nature of the country; or, if they did not, it might be gathered from the dark red patches of soil, visible on every hand. For the pilgrim is now in the great iron and lead mining region of Missouri.

Beyond here the line passes through the beautiful Arcadia Valley, through the heart of the Ozark Mountains and arrives at Poplar Bluff, where connection is made with the branch from Cairo.

At Knobel the through car from St. Louis to Memphis leaves the main line, affording a pleasant and rapid trip.

At Bald Knob ninety-one miles from Memphis and two hundred and eighty-eight from St. Louis, the trains from Memphis to Little Rock, Hot Springs and Texarkana are consolidated with the through trains on the main line; the train that leaves Memphis in the morning connects

with the East Government Mail, and the one leaving there in the morning, with the day express that leaves St. Louis in the morning.

From Bald Knob to Little Rock the line passes through one of the best fruit-producing regions, that furnishes large quantities of berries and peaches to the markets of the North and East.

From Little Rock the Houston Central Arkansas and Northern Division of the Iron Mountain Route, also the Little Rock and Arkansas Valley Division, leave the main line for Arkansas City, Arkansas and for Monroe and Alexandria, La., making at this last point direct connection for New Orleans. At Malvern 388 miles, from St. Louis the Hot Springs Ry. connects the Iron Mountain Route with that resort, Stopover at Malvern is allowed on all through tickets over the Iron Mountain Route, which is an additional inducement to the traveler to select this route to the South and Southwest.

Pullman Buffet Sleeping Cars and Free Reclining Chair Cars are operated Memphis and Hot Springs, and St. Louis and Hot Springs.

After passing through a rich and fertile district, largely given to the production of fruit, the line reaches its terminus, Texarkana, the "Gateway to Texas". — Here connection is made for all points in Texas and the Winter Resorts of the Pacific Coast. Here is made direct connection for Laredo, the short line to the City of Mexico.

The Iron Mountain Route, in connection with the Texas and Pacific and Southern Pacific Railways, constitutes the True Southern Route, to Los Angeles and the health resorts of California. This is beyond question the best route to Los Angeles, passing as it does through a pleasant and agreeable climate, subjecting the traveler to no annoyance of cold, nor to the danger and delay of snow blockades.

The Equipment of these through trains is superexcellent; the Pullman Buffet Sleeping Cars rival in the magnificence of their appointments the completeness of a metropolitan hotel. They are upholstered in the best style, have lavatories, smoking rooms, are heated by steam, and all conveniences that can, in any manner, minister to the convenience and comfort of the traveler have been provided.

Passengers from the East can purchase tickets direct to all principal points in Texas from agents of any of the lines whose western termini are at St. Louis, making certain that these tickets read via the Iron Mountain Route.

Passengers from points south of the Ohio River can obtain similar tickets from agents of all lines centering at Memphis.

MONTANA.

Is an Indian word meaning "the country of the mountains," and was visited by the French explorer Verendrye and his brother as early as 1743—44. The Lewis and Clarke expedition was here in 1805, and named the three forks of the Missouri respectively, Gallatin, Madison, and Jefferson.

Montana is one of the youngest of the States, and lies on both sides of the great continental divide of the Rocky Mountains, and extends along a distance eastward over rolling bunch-grass plains. It has an area of 143,776 square miles, or 92,016,640 acres. It is an exceedingly picturesque region comprising many magnificent mountain ranges, with beautiful fertile valleys between them, noble rivers and immense prairies covered with grass.

The eastern part of Montana is a pastoral country, where cattle, horses, and sheep are raised in large numbers. Horses and cattle range the year round, feeding all winter on the dried bunch-grass, cured by the sun and winds of the summer. In the central and western portions of the State farming is carried on by the aid of irrigation in the valleys, and very heavy crops of wheat, oats, and barley are produced. Springs and melting snows of the mountains give rise to a great number of streams, which flow fullest in the summer season, when they are needed for irrigation. The natural slope of the land in the valleys makes the construction of ditches inexpensive. Wheat yields from 25 to 40 bushels per acre, weighing from 61 to 65 pounds to the bushel, and from 40 to 55 bushels are frequently raised with a little extra

skill and care in the work of irrigation. Oats yield 60 to 90 bushels to the acre. Barley is one of the most profitable crops; the quality of this grain is such that it is in constant demand for the making of malt in the great brewing centers of the East. Potatoes yield heavily, and are solid and of excellent flavor. The population of the State is about 175,000, a large number of whom are engaged in mining and stock-raising.

Montana sends every year about 100,000 head of cattle eastward to the markets of St. Paul, Minneapolis, and Chicago. These cattle come off the open ranges and receive no care in winter or summer. The bunch-grass of the mountains, plains, and foothills is the most nutritious grass in the world and produces remarkably sweet, tender, and juicy beef. Sheep-raising is another great industry in Montana; the profits are large, the wool returning at least 25 per cent of the investment in the flock, while the annual increase of the flock ranges from 70 to 90 per cent. Montana horses have already made a reputation for speed on the racecourses of the East. The dry, pure air gives them remarkably good development of lungs, and as they are raised on open ranges, where they have free run, they are hardy and healthy.

The great industry of Montana is mining for the precious metals. Silver and gold ores are found in all the mountainous regions of the State, and the total annual output of the precious metals, including copper and lead, amounts to about \$ 45,000,000. The recent depression in the price of silver has directed fresh attention to

gold-bearing quartz and gold-placer ground, which can be worked by hydraulic methods, and the output of gold is constantly increasing. Silver mining will, however, always continue to be one of the leading industries of the State. Montana has the most productive silver mines in the world, the most important copper mine, and many of the richest gold mines. Lignite and bituminous coal of good quality are to be had at a number of points for domestic and locomotive fuel, and for making coke for the use of the mills.

ANACONDA, Mon.

Montana Union Ry. Population 10,000, forty-two miles south of Garrison, is a noted mining town, and smelting works and copper refinery are within half a mile of the town; 2,000 men are employed at these works. The "Montana," is one of the finest hotels in the West. The Montana Union Ry.'s machine and car shops employ 200 men. Large foundry and machine shops, good schools and churches, water-works, electric-light plant, electric railway running to Carroll, two miles distant, at which point are located the "Lower Works" of the Anaconda Smelting Co., are a few of the many evidences of prosperity at Anaconda. All branches of trade are represented and are upon a solid basis. This is the county seat of Deer Lodge county.

ARLEE, Mon.

N. P. R. L. S. D. In the Jocko Valley on the Flathead Indian Reservation, population 25, has one hotel and one store. All supplies for the Flathead Indian Agency, four and one-half miles northeast, are received at this point.

AVON, Mon.

N. P. R. L. S. D. On little Blackfoot River, has one hotel, store, livery stable, etc. Shipments are principally wool and lumber. Surrounded by fine country adapted to farming and stock raising. Fine fishing, also large and small game plentiful.

BASIN, Mon.

M. U. R. Boulder Branch. Popula-

tion 1,000. Has nine stores, three hotels, two public halls, school, two livery stables, blacksmith shops newspaper. The mining industry here now employs 200 men and is still increasing,

BELGRADE, Mon.

N. P. R. L. S. D. Population 250, situated in the heart of the famous Gallatin Valley, has fine school, church, three blacksmith shops, three general stores, lumber yard, two elevators, capacity 250,000 bushels. Good trout fishing, and small game in abundance.

BIG TIMBER, Mon.

N. P. R. L. S. D. On the Yell and Boulder rivers, population 1,000, county seat of Sweet Grass County, has two hotels, three general stores, two hardware stores, one bank, etc. Is the outlet for an almost exclusively stock raising, wool growing and mining section. Game and fish are plenty.

BILLINGS, Mon.

N. P. R. L. S. D. Is the county seat of Yellowstone county; the commercial, financial, Railroad, and distributing center for the country for a radius of one hundred and fifty miles. Situated at the first crossing of the beautiful Yellowstone River, it has a population of 3,000 people. Water-works, electric lights, two high schools, first class hotels, county jail, court house, four churches, wholesale and retail grocery, hardware, dry goods, and drug houses, two newspapers, complete fire company, building and loan society, board of trade, and two national banks with \$ 200,000 capital, and individual deposits of over \$ 500,000. It is the largest wool-shipping point in the State, over 4,000,00 pounds having been shipped during 1893. Situated at the mouth of the famous Yellowstone Valley, with an irrigating ditch thirty-nine miles in length, besides the Canyon Creek and other smaller ditches, this valley produces the choicest wheat, oats, barley, vegetables, and small fruits of all kinds, besides apples, corn, and alfalfa and other tame grasses. Located with in a valley to produce the needs of a city with 25,000 people, everlasting stone quarries, cheap coal,

an abundance of water, and with its stock range to the north ad south for a distance of two hundred miles, Billings offers to the investor, or the home seeker, great inducements. 2,000,000 acres of the once noted Crow Indian Reservation has been thrown open to settlement, furnishing homes and stock range for all that come, and within a few hours' drive of this city. Natural resources alone have made Billings all it is to-day, and with the location of the State Penitentiary buildings, and other very important industries, the settling up of the ceded part of the reservation and the increasing stock industries, establishes it for all years to come as a great city. Large and small game in abundance. The Burlington & Missouri River Ry. connects with the Northern Pacific Railway at this point.

BLOSSBURG, Mon.

N. P. R. L. S. D. Population 150, has two general stores, and a school. Noted for its large shipments of brick. Thirty-five thousand cords of wood shipped during 1894.

BONNER, Mon.

N. P. R. L. S. D. Population 400, has one saw mill, capacity 140,000 feet per day, sash and door factory, flour mill, school, one general store, one hotel. Game: deer, mountain lion, elk, and mountain sheep and all small game.

BOULDER, Mon.

M. U. R. Boulder Branch. Population, 1,200, county seat of Jefferson county, and is the source of supplies for the rich mining region which surrounds it, and has a 100 ton capacity smelter. Three miles distant are the Boulder Hot Springs, noted for their curative powers; private and plunge baths open all the year. Five stores, three churches, three hotels, one bank, livery stables, public schools, weekly newspapers, and a court house, State deaf, dumb, and blind asylum.

BOZEMAN, Mon.

N. P. R. L. S. D. On the East Gallatin River, population 3,500, is the county seat and commercial center of Gallatin County. It has three

miles of electric street railway, electric light, and water-works plant, and a telephone system, two hotels, one opera house, city hall, five halls, a public library, two fine public school houses, and the State Agricultural College, three weekly newspapers, three banks, seven churches, three flouring mills, four grain elevators, two planing mills, a brewery, fifty stores, U. S. Land Office, a Building and Loan Association, and a court house. Extensive coal mines are within eight miles, and large gold, silver, iron, and copper deposits near by. Both placer and quartz mines are being rapidly developed. The surrounding country, the Gallatin Valley, is famous as fine farm and grazing land, well timbered on the streams and mountains. Heavy crops of wheat, oats, rye, and barley are raised by irrigation. Large and small game and fish abundant, the famous grayling being found in the Upper West Gallatin. It is becoming very popular as a summer resort.

BUTTE, Mon.

N. P. R. Butte Line. Population 38,065, is located close to the main dividing range of the Rockies, on the west slope, near the head-waters of Clark's Fork of the Columbia. While not included within the corporate limits of Butte, Walkerville, Centreville, Burlington, Meadeville and numerous additions to the city are practically part of it, being connected by cable and electric railways with the city. The combined population of these suburbs is 23,955, making Butte's population really 62,000. Butte is the county seat of Silver Bow county, and is the present western terminus of the branch line from Logan. It is also the southern terminus of the Montana Union Railway, and has its western outlet at Garrison station, 50 miles west of Helena. It has all the conveniences of an Eastern city, being lighted by electricity and gas; has a street railway system of ten miles operated by steam motors, electric and cable lines, consolidated water company, a newly constructed system of sewerage, court house and jail, elegant new opera house, new free

public library, six banks, with large capital, new hotels, large stores, carrying heavy stocks of merchandise, six newspapers, hospitals, first-class schools, two telegraph companies, telephone and district telegraph. Butte is well known to be the largest and most prosperous mining city in the world. The products are principally copper and silver, together with some gold; 4,000 miners are employed within a radius of a mile and a half from the court house. There are over 4,000 mines patented in this district. Six smelters and six silver mills run day and night reducing ores to copper matte and silver bullion. The largest mining companies are The Anaconda Company, owning the famous "Anaconda" and "St. Lawrence" copper mines, together with a group of copper, and silver mines partly developed of untold wealth, known as the "Chamber's Syndicate." The Boston & Montana Company, with a group of splendid copper properties, foremost of which may be mentioned the "Mountain View," "Lloyd & Harris," "Colusa," and many other bonanzas of note. The Butte & Boston Company ranks third, with a large and valuable group of silver and copper properties, smeltery and silver mills. The Parrot Company is one of the most prosperous corporations in the city, having splendid copper mines, the product of which is manufactured into pig copper and shipped to the East. The Butte Reduction Works and Colorado Mining & Smelting Co. also own considerable property, and are large shippers of copper matte to the East. The principal silver mines and mills are the "Blue Bird," "Silver Bow," "Lexington," "Alice," "Moulton," and others of minor notice. The Anaconda Company ships 4,000 tons of copper-silver ores daily to their immense reduction works at Anaconda, which are by far the largest in the world. The product of copper, silver and gold in Silver Bow County for the year 1893, reached the enormous sum of \$748,786,77 in gold, and \$8,311,130,82 in silver, and yet the mining industry is still in its infancy in this district.

The Boston & Montana and Butte & Boston Companies have just begun to develop their numerous mines recently acquired by purchase. Butte has the choice of two outlets to the main line of the Northern Pacific Railway, and has excellent train service in all directions. Two trains each way run daily between Butte and Helena and Missoula. The surrounding country is mountainous, consisting of grazing and timber lands. Shipments are chiefly gold and silver bullions, copper matte, and pig copper. Lumber and wood interests are very large, and a immense capital is invested in furnishing these commodities.

CHICORY, Mon.

N. P. R. Park Branch. Is the diverging point for Emigrant Gulch and Mill Creek Mining Camps, where the gravel pays from \$2,25 and upwards per cubic yard in gold.

CINNABAR, Mon.

N. P. R. Park Branch. Population 150, one store, hotel, livery, the terminus of the Park Branch, 51 miles from Livingston, is the railroad station for the celebrated Clark Fork Mines, the Gardiner River Mines, Bear and Creyice Gulch Mines; but its principal importance lies in that it is located at the entrance to the renowned *Yellowstone National Park*, and only six miles from the Mammoth Hot Springs and the Yellowstone Park Hotel, to which a line of fine Concord coaches are run. Low excursion rates are made to the Park and thousands of tourists visited it the past season. This is the direct and only rail route to the Park.

Cokedale Spur leaves the main line at a point four miles west of Livingston, Mon., running three and a half miles due west to Cokedale, Mon. Coal mines have been opened at this point, with tunnels driven to the extent of four or five thousand feet. Twenty-seven coke ovens are now in full operation, turning out coke in every way equal, if not superior, to Caonnelisville coke.

COLUMBUS, Mon.

N. P. R. L. S. D. Located on the Yellowstone, opposite the mouth of the Stillwater River, has a population of 250 people, with two hotels, two livery stables, four stores, weekly newspaper, one school house, blacksmith shops, and one public hall. All kinds of game, including beaver, otter, mink, etc. Trout fishing very fine.

CUSTER, Mon.

N. P. R. L. S. D. Derives its name from Fort Custer, the largest military post in Montana, thirty miles south, reached by private conveyance. Junction City, the river landing, is half a mile distant.

DEER LODGE, Mon.

Montana Union Ry. Is on the M. U. Ry., 11 miles south of Garrison. It is located on the river of the same name, has a population of 1,300. It has four hotels, one bank, 15 general stores, two newspapers, five churches, public school and two colleges. The State Penitentiary is located here. The surrounding country is good farming land, producing grain and vegetables. Shipments are grain, wool, stock, ore, hides, etc. All kinds of large game and mountain trout abundant. The first discovery of gold in Montana was made in Deer Lodge county. The quartz mines in the vicinity of Deer Lodge are being rapidly developed. The ore is of a rich quality, and gives large returns.

DRUMMOND, Mon.—Granite Mt. Mining Region.

N. P. R. L. S. D. Population 150 has two hotels, two stores, livery and school house. Twenty-six miles to the south is the famous Philipsburg Mining District reached by the branch line to Rumsey. At this point are the mines of the Granite Mountain Mining Co., who have in continuous operation a 70-stamp mill. The Bi-Metallic Mining Co., adjoining the Granite, have equally as fine a body of ore. They are now running 20 stamps. Other mines adjacent are the Bath, West Granite, North Granite, San Francisco, Latoona,

Blaine, and Princeton mines. The Philipsburg Branch connects with main line here, running 32 miles south.

ELKHORN, Mon.

M. U. R. Boulder Branch. Population 1,000, is a mining town on the Crow Creek Range, at the foot of Baldy Mountain. Several important milles are located near here, The Elkhorn Mining Company employ 200 miners. There are six stores four hotels, church, school, etc.

ELLISTON, Mon.

N. R. R. L. S. D. Population 350, has two stores, two hotels, good school, shipped 20,000 cords wood 1895, several good mines, (10,000 tons of ore shipped in 1895), also good fishing and hunting.

FERRIS HOT SPRINGS, Mon.

N. P. R. L. S. D. These noted Springs are situated but six miles from Bozeman, and can be easily reached at all times.

FLORENCE, Mon.

M. U. R. Bitter Root Branch. Population 100, has one store, two saw mills, one hotel, church, etc. Lumber is the principal shipment.

FORSYTHE, Mon.

N. P. R. L. S. D. On the Yellowstone, has a population of 400 people, railroad round houses and repair shops, eight general stores, two hotels a church and good school. All kinds of game and fish.

FRENCHTOWN, Mon.

M. U. R. Desmet Branch. Population 150, has one general store, one hotel, one saw mill, church, school, etc. Situated in the Missoula River Valley and surrounded by farming lands. Shipments: Grain, hay, and lumber. Good fishing and hunting.

FT. KEOGH, Mon.

N. P. R. L. S. D. Two miles west of Tongue River, and half a mile south of the Yellowstone, is a military post of nine companies. Resident population is 500.

GALLATIN, Mon.

N. P. R. L. S. D. Situated at the head of the Missouri River, formed by the intersection of the Madison, Jefferson, and Gallatin Rivers, has a good water power. One hotel, one store. Shipments: hay, flour, live stock.

GARRISON, Mon.

N. P. R. L. S. D. On Hell Gate River near the mouth of the Little Blackfoot. Population, 105. Being at the junction with the Montana Union Ry. and the diverging point for Deer Lodge, Butte etc., makes it an important railroad point. Has hotel, store and school. Deer, bear, and grouse are found. Trout, plenty.

GAYLORD, Mon.

N. P. R. Butte Line. Population 250. The Parrot Silver & Copper are located here. Much prospecting and development work is being done in the mountains near at hand.

GLENDIVE, Mon.

N. P. R. L. S. D. On the Yellowstone River, county seat of Dawson county, is the junction of Missouri and Yellowstone Divisions, division headquarters with machine shops, round-houses, etc. Has a population of 1,500, three hotels, three churches, fine school building, court house, jail, one weekly newspaper, a wool warehouse, several stores, bank, an opera house, a fine race track, and is distributing point for a large area of fine country. Products are wheat, barley, corn, rye, oats and vegetables. Shipments are cattle, horses, sheep, and wool. Game: deer, antelope, prairie chickens, ducks, and geese. Stages run tri-weekly between here and Ft. Buford, distance eighty miles.

GOLD CREEK, Mon.

N. P. R. L. S. D. Eight miles west of Garrison. Valuable mines of silver and lead are being operated in the Dunkleberg Mining District, twelve miles distant. Gold mines at Pioneer, seven miles distant, are also being worked successfully.

GRANTSDALE, Mon.

M. U. R. Bitter Root Branch.

Population 100, has one store, one hotel, hall, weekly newspaper, etc. Sleeping Child and Wilds Medical hot springs reached by stage, tri-weekly. This is the present terminus of the Bitter Root Branch, south from Missoula. Good farming lands near by. Fine hunting and fishing.

HAMILTON, Mon.

M. U. R. Bitter Root Branch. Population 2,000, situated on Bitter Root River. Three hotels, fine opera house, seating capacity 750, several stores, two weekly newspapers, complete water system and electric light plant. Marcus Daly's Bitter Root Stock Farm is located here. Has a saw mill employing 250 men.

HELENA, Mon.

N. P. R. L. S. D. The capital of the State and county seat of Lewis and Clarke County, has a population of 13,834, and an assessed valuation for 1892 of \$ 24,600,000. It is the commercial financial, railroad, and distributing center of the State. It has six national banks and two savings bank, with capital and surplus of \$ 3,509,926.26. It has two Building and Loan Associations, offices of four Loan Companies with capital of \$ 5,000,000. United States Circuit Court, United States Land Office, United States Assay Office, offices of United States Marshal, Collector of Internal Revenue, Paymaster and Quartermaster United States Army, State Armory Building, County Court House, which cost \$ 200,000, six large hotels, seventeen churches, an Auditorium with a seating capacity of 2,000, a club house, costing \$ 100,000, high school building, seven ward schools, and two Catholic school buildings, and Orphan's home, Episcopal parish school, and several private schools. Montana University (Methodist), a fine public library, supported by the city, two daily and five weekly newspapers, and four monthly periodicals, one opera house (seating capacity 1,000), four public halls, and a strong and influential Board of Trade. A military post has been established at Helena, which will become one of the principal points for the quartering of troops.

in the Northwest. It has been sewerage system, inaugurated in 1889. The plant of the Helena Consolidated Water Co. is valued at \$ 2,500,000. It has eighteen miles of electric car lines, one electric light company, and one gas light company, and a power plant on the Missouri River, capable of transmitting 10,000 horse power by electricity, to the city, for manufacturing purposes. Its telegraph (Western Union and Rocky Mountain), telephone, district messenger and fire alarm service is complete. Its paid fire department is well organized and fully equipped. It has two foundries, five planing mills, three breweries, one flouring mill, one cracker factory, one soap factory, with numerous other manufacturing establishments. Its jobbing and retail trade is large. Helena is situated in the center of a mineral region unsurpassed either in Montana or elsewhere for the number and richness of its gold and silver bearing lodes, there being, within twenty-five miles, over 3,000 quartz lodes, which have been claimed and recorded, and several hundred patented. Besides the gold and silver lodes, veins of galena, copper, and iron are found in great numbers. About twelve miles from the city, on the Missouri river bars, are the now world-famed sapphire fields, owned and operated by an English corporation, capitalized at \$ 2,250,000. The branch railroad to Wickes, Boulder, Basin, and Elkhorn, running 55 miles, south, opens up the celebrated mining districts and furnishes transportation to mines heretofore almost inaccessible. That to Marysville, 22 miles west, opens up one of the richest gold fields in the State. The Prickly Pear Valley, covering an area 15x25 miles, lies north, east, and west of Helena, and is famous for its fine crops. The mountains are covered with "bunch" grass and good timber, and are excellent stock ranges. The export consists of large quantities of bullion and ore, cattle, sheep, wool, hides, sheep pelts, deer and elk skins, besides beaver and other furs. Large and small game abundant. Principal among the attractions of Helena are the celebrated Hot Springs. Hotel

Broadwater, and Natatorium, situated on the Northern Pacific, and electric lines, two and one-half miles west of the court house, which are much resorted to by tourists, and by persons afflicted with rheumatism and other diseases. The temperature of the water, as it bubbles up from the earth, varies from 110° to 190° Fahrenheit.

HUNTER'S HOT SPRINGS.

Situated in the Foot Hills of the Crazy Mountains, two and a half miles from Springdale, Mont., on the line of the N. P. Ry., are Hunter's Hot Springs. The waters of these Springs are discharged at the rate of 2,000 gallons per minute, their temperature being from 148° to 168° Fahr., and are well known as containing medicinal properties for the cure of rheumatism, gout, neuralgia, lumbago, sciatica, dropsy, and all blood diseases.

On account of the limited accommodations in the past, these Springs have never been brought prominently before the public, and were well known only through the West, being visited by large numbers of invalids and tourists from Dakota, Montana, Wyoming, Idaho and other Western points.

New buildings have been erected which have ample accommodations for 75 guests, and the erection of a number of new cottages, is contemplated care being taken to give everyone the best possible attention.

The bath houses have been renovated and improved. At present there are in use a plunge bath, 15 by 18 feet, and fourteen tubs; also a new building with four tubs, plunge bath, and reading and dressing rooms. A plunge bath, 105 by 105 feet, for use during the summer months, has lately been completed.

Rates at the hotel are about \$ 2,50 per day, \$ 15.00 per week, or \$ 50.00 per month. These charges include use of baths.

Hacks transfer all passengers between Springdale and the Springs. Livery charges for double team, seating four persons, \$ 5.00 per day; saddle horses, \$ 2.00 per day.

The scenery surrounding Hunter's Hot Springs is exceedingly beautiful. Being situated in the Foot Hills of the Crazy Mountains, in a natural amphitheatre opening to the south, protected on the west, north and east by the Belt, Snowy and Bull Ranges of Mountains, the natural surroundings and climatic conditions are all that could be desired. The Springs are over 4,000 feet above the sea level, and some 140 feet above the level of the Yellowstone River, about two and a half miles distant.

Extra fine hunting, both large and small game; also very fine trout fishing in Yellowstone River.

Round trip tickets to Springdale are on sale at St. Paul, Minneapolis, Duluth, and Ashland during the summer.

JEFFERSON, Mon.

M. U. R. Wickes Branch. 20 miles from Helena, has a population of 200, one school, hotel, etc. This is the diverging point for the Boulder Branch to Calvin, 30 miles distant. The surrounding country is very rich in gold and silver.

IRON MOUNTAIN, Mon.

M. U. R. Desmet Branch. Is located on the Missoula River, opposite Superior, a town of about 1,000 inhabitants. The surrounding country is rich in minerals.

LAUREL, Mon.

N. P. R. L. S. D. Population 50, is the junction of the Northern Pacific Ry. and Rocky Fork Branch, which runs to Red Lodge. General store, hotel, school, hall, harness and blacksmith shop.

LIVINGSTON, Mon.

N. P. R. L. S. D. With 2,800 people, is located at the foot of the Belt Range of Mountains, and at the last crossing of the Yellowstone River. It has the largest railroad round house and machine shops between Brainerd and Portland, also four hotels, three banks, one hall, seventy-five to one hundred stores, three weekly newspapers, new court house

and city hall, three schools and seven churches, two systems water-works reservoir and steam. The Hotel Albemarle, three stories high, containing 100 rooms, is heated by steam and has hot and cold water throughout the house and complete system of electric light and electric bells. Good livery furnishes an opportunity to all for the many beautiful drives Livingston offers. Products: wheat, oats, barley, corn, vegetables. Shipments: bullion, ore, coal, coke, live stock, wool, hides, lime, and brick. Game: elk, deer, antelope, bear, mountain lions, wolves, foxes, grouse, curlews, geese, and ducks. Fish: grayling and trout. The branch line to the *Yellowstone National Park* leaves the main line at this point. The silver, coal and gold mines are being rapidly developed. Recent assays of ore from Cook City and other camps have been thoroughly satisfactory.

LOGAN, Mon.

N. P. R. L. S. D. Population 100, is the diverging point from the main line and the "Butte Line" to Butte, and is situated on the Gallatin river. One general store, hotel, school, saloon, and livery.

MANHATTAN, Mon.

N. P. R. L. S. D. Is situated in the center of the beautiful Gallatin Valley, and on the banks of the West Gallatin River, which furnishes water power and abundant supply for irrigation. Population 100. Is the center of a most fertile farming country. Here is located the extensive barley farm of the Manhattan Malting Company. Also the largest grain elevator west of St. Paul. Also a large malt house. Has one commodious hotel, two smaller hotels, several stores, a fine school house, a livery stable, a lumber yard and a number of comfortable residences. Fresh water streams near by abound in fish, and there is plenty of game near at hand. The largest Irrigation canal in Montana, constructed by the West Gallatin Irrigation Company, is easily accessible from Manhattan. The lands of this company, considered

among the finest in the West, for agricultural purposes, are tributary to Manhattan. On these lands a flourishing colony of Hollanders is located, and other settlers are continually arriving.

MARYSVILLE, Mon.

M. U. R. Marysville Branch. Population 1,520. This is the distributing point for several of the rich mines which are close at hand. It has graded schools, churches, several stores, large foundry and electric lights, also water plant; opera house with seating capacity for 500. The famous Drum Lummon Gold Mine is located here.

MILES, CITY, Mon.

N. P. R. L. S. D. County seat of Custer county, on the Yellowstone, at the mouth of the Tongue River, and has a population of 1,500, three hotels, a U. S. Land Office, water works, five churches, two national banks, a court house, one daily and two weekly newspapers, one school building, opera house, two saw mills, two breweries and forty stores. A fine race track is located here, with accommodations for 300 horses. Products are oats, wheat, corn, barley and potatoes. Shipments: stock, wool beef, hides, etc. Game: elk, blacktail deer, antelope, mountain sheep, bear, duck, grouse and sage hens. Fish: sturgeon, pike, catfish. Tri-weekly stage to Deadwood. Miles City is the banking and general business point for the large area of cattle country both north and south of the Yellowstone River.

MISSOULA, Mont.

N. P. R. L. S. D. County seat of Missoula County, on Missoula River, with good water power, has population of 4,600. It is the distributing point for a large country around. It has two banks, seven hotels, large mercantile houses, two daily and four weekly newspapers, four public school houses, eight churches, lighted by electricity, has complete water works and sewerage systems, street car lines, planing mill, sash and door factory, brewery, oat meal mill, two bottling works, brick, earthenware,

and sewerpipe works. United States Land Office is located here. The railroad round houses and shops and the Western Divisions Hospital of the Northern Pacific Railway are here. There is a large Catholic hospital and convent here, a free public library. University of Montana located here, a good fire department, a telephone and two telegraph systems. Many rich mining properties are being opened up all around, foremost among which are the Iron Mountain and Nine Mile mining companies property, both of which lie to the westward on the Northern Pacific, which runs from here to the rich Coeur d'Alene mining country. There are two large and fertile valleys lying to the south and west of Missoula. The foremost (the Bitter Root Valley), is traversed by a branch of the Northern Pacific System from Missoula to Grantsdale. Grain and vegetables of all kinds are raised in these valleys, and fine berries and fruits are grown both in Missoula and in these valleys. Four miles to the south lies Fort Missoula, a United States military post of three companies of colored infantry and a band. Missoula is in the very heart of a game country; deer, bear, mountain lions, grouse, pheasants, etc., are in abundance, and the streams all about are fairly alive with brook trout.

NORRIS, Mon.

N. P. R. Butte Line. Is a small town on Hot Spring Creek, three miles west of Red Bluff. Several valuable mines are being developed. Game; large and small. Fishing: trout and grayling. Shipments: ore and live stock. Two hotels, store, and livery stable.

PARK CITY, Mon.

N. P. R. L. S. D. On the Yellowstone River, has 100 inhabitants, one hotel, two carpenter and wagon repair shops, one livery and feed stable, one blacksmith shop, four general stores and one school. Park City is in the center of an extensive tract of rich agricultural lands, in the western portion of what is known as "Clark's Fork Bottom", a beautiful

valley from three to twelve miles in width. Products: wheat, oats, barley, rye, and vegetables, yielding profitably; corn, 50 bushels per acre.

PHILIPSBURG, Mon.

M. U. R. Philipsburg Branch-County seat of Granite county, situated in the center of Flint Creek valley. Has 3,000 inhabitants. Has two water companies, twenty-four stores, three drug stores, four churches, fine opera house, iron works, telephone exchange, two telegraph systems, lighted by electricity, brewery, high school building, two National banks: center of Granite Mountain and Flint Creek mining districts, headquarters for Granite Mountain Mining Co., who operate a seventy stamp mill at Mine, and a 100 stamp mill at Rumsey, six miles distant; also Bi-Metallic Mining Co., who operate a 100 stamp mill, and lixiviating plant in connection (largest silver mill in United States); also Hope Mining Co., with a ten stamp mill in continuous operation for past twenty years. Other mines adjacent: Sunrise, with twenty stamp mill, and regular dividend payer. Combination Co., with twenty stamp mill, and dividend payer. The Trout, Hobo, Shakespeare, Calhoun, Gem, and San Francisco are regular shippers: also supply point for the Red Lion gold district, and Rock Creek Placer and Sapphire mining districts. Large and small game abundant. Shipments, ore and bullion.

PLAINS, Mon.

N. P. R. L. S. D. Population 200, is situated in a beautiful valley, near the Clark's Fork River, which is unsurpassed for agricultural purposes, while the foot-hills furnish fine grazing for stock. Shipments: principally cattle, lumber, hay, etc. Has two stores, hotel, church, etc.

PONY, Mon.

N. P. R. Butte Line. Population 500, is located at the head of Willow Creek Valley. It is the business centre of a large farming, stock-raising and mining district and has three hotels, two stores, two public halls, harness and blacksmith shops,

meat market, livery, a graded public school, twenty-stamp gold quartz mill. The surrounding mines are being rapidly developed. Large and small game in abundance. North and South Willow Creek furnish trout and grayling. Shipments: ore, grain, and live stock.

PRICKLY PEAR JUNCTION, OR EAST HELENA, Mon.

N. P. R. L. S. D. Population 800, is the junction point of the main line with the Wickes, Boulder, and Elkhorn Branches. Large smelting works of the United Smelting and Refining Co., costing \$ 750,000, are located here, and have a capacity of 250 tons per day.

RAVALLI, Mon.

N. P. R. L. S. D. A growing town in the Flathead Lake country, has one store and one hotel. This is the shipping point for St. Ignatius Mission, five miles north, and the Flathead Lake country, 70 miles north. Excellent fishing. Fur-bearing animals, beaver, fisher, marten, mink, otter, etc., found here in large numbers. Shipments: furs and hides. During the summer months there is a stage leaving here three times per week, for foot of lake, connecting with boat for Kalispell, Demersville, Egan, Columbia Falls, and other town in the Flathead Valley country.

RED LODGE, Mon.

N. P. R. Rocky Fork Branch. Population 1,800, county seat of Carbon County, is a coal-mining camp, employing about 500 miners. It has one bank, twelve stores, a saw mill, school, churches, two bakeries, opera house, seating capacity 500; weekly paper, etc. Excellent hunting and fishing: large and small game abundant. This is present terminus of branch and is the outlet to a rich surrounding country.

RIMINI, Mon.

M. U. R. Red Mountain Branch. Red Mountain mining district, population 50, in Lewis and Clarke county, at the foot of Red Mountain, has three hotels, one school, four general

stores, one drug store and other business houses. The mines of Red Mountain are distant from the city of Helena about seventeen miles. This mineral field covers an area of about twelve miles square, and contains vast deposits of gold, silver, copper lead, and tin. The district was discovered about twenty years ago, and there are now nearly three hundred mineral locations, and it may be truthfully said that it is the most important undeveloped mineral field in Montana, or even in the United States. There are in this mountain vast quantities of low grade silver ore, besides many lodes that carry very high grade ore, the entire mountain being thickly seamed with true fissure veins.

RUMSEY, Mon.

M. U. R. Philipsburg Branch. Population 300, is the terminus of the Phil. Branch. The Granite Mountain Mining Company have a one-hundred-stamp mill at this point which is connected with the mine and another ninety-stamp mill at Granite (one and three-quarters miles distant) by an elevated tramway.

SAPPINGTON, Mon.

N. P. R. Butte Line. Is a small town, the junction point for the branches to Pony and Norris.

SILVER BOW JUNC., Mon.

Montana Union Ry. Population 100, is the junction point of Montana Union and Utah & Northern R. Rs. The branch line to Butte leaves the main line of the Montana Union Ry. here.

SPRINGDALE, Mon.

N. P. R. L. S. D. Near the Yellowstone, is the station for the celebrated *Hunters' Hot Springs*, containing medicinal properties for the cure of rheumatism, gout, neuralgia, etc. These springs are only two and a half miles distant, and are reached by hacks, which meet all passenger trains. There are accommodations for 75 people. Game and fish abundant.

STEVENVILLE, Mon.

M. U. R. Bitter Root Branch. Population 800, has eight stores, five churches, two newspapers, one hotel, one furniture store, one school etc. This is the trading point for the lower portion of the Bitter Root Valley. Good mining near the town; fine hunting and fishing.

STUART, Mon.

Montana Union Ry. This is a small town at the junction of the Montana Union Ry, within the Branch line running to Anaconda. About the only thing of importance here is Grègson Hot Springs, distant 2½ miles. Good hotel accommodations, baths, etc., at the springs.

TERRY, Mon.

N. P. R. L. S. D. Population 75, situated in a beautiful and fertile valley, has three stores, two hotels, one school house, livery stable, a wool ware-house, with a storing capacity of 400,000 pounds, etc. This is one of the supply points for ranchmen, Shipments: sheep, wool, etc.

THOMPSON FALLS, Mon.

N. P. R. L. S. D. Population 500, located at the Falls of the Clark's Fork River, has five stores, one hotel, school, saw mills, livery stable, weekly paper, two forwarding and commission houses, water works, two blacksmith shops, sash and door factory, etc.

THREE FORKS, Mon.

N. P. R. Butte Line. Population 80, is situated one-half mile from the junction of the Jefferson, Madison and Gallatin rivers. Large smelters will be built at an early day, the water power being exceptionally fine. Large and small game abundant. Excellent fishing.

TIMBER, LINE, Mon.

N. P. R. L. S. D. Population 400, is principally a coal mining camp. The analysis made of this coal shows it to be of a very superior quality.

TOSTON, Mon.

N. P. R. L. S. D. Population 200, has smelting works, capacity of

fifty tons ore daily. The surrounding mountains are full of rich gold and silver bearing lodes, some of which are being worked very successfully.

TOWNSEND, Mon.

N. P. R. L. S. D. On the Missouri River, has a population of 500, two hotels, one bank, one public hall, ten stores, a newspaper, a graded school, and two churches. A number of silver and gold mines in the immediate vicinity are being worked on the old plan without machinery. Principal products and shipments: wheat and oats. Daily coach to White Sulphur Springs, forty miles northeast, noted for their medicinal properties. Good accommodations afforded visitors at the Springs. The stage to White Sulphur Springs connects there with daily coach for the celebrated Neihart Mining Camp. The Hassel (old St. Louis) gold mining district, ten miles distant, is extensively worked, the ore being free milling high grade.

VICTOR, Mon.

M. U. R. Bitter Root Branch. Population 400, has two churches, two hotels, school, public hall, various stores, etc. This is the shipping point of the Helena & Victor Mining Company, who operate a concentrator at Curlew Mine of 125 tons capacity, employing about 75 men.

WARM SPRINGS, Mon.

Montana Union Ry. Deer Lodge county, is a popular health and pleasure resort. Good hotel accommodations for all visitors. Fine hunting and fishing.

WHITHEHALL, Mon.

N. P. R. Butte Line. Population 400. It has three hotels, church, school, public hall, newspaper, four stores, two lumber and brick yards. Rich mining prospects now being developed. The famous Pipestone Hot Springs seven miles distant.

WIBAUX, Mon.

N. P. R. L. S. D. Population 300, is on Beaver Creek, in the midst of a fine grazing country. Hotel, two stores, and blacksmith shop. Large horse, cattle and sheep ranges are

in this vicinity, the average yearly shipments amounting to about 800 cars. Lignite coal found in abundance. Game, deer, antelope, ducks, chickens, and plover.

WICKES, Mon.

M. U. R. Wickes Branch. 25 miles from Helena, is the terminus of the Helena & Jefferson Co. Branch. It is in the center of a rich mining district, and at present has 350 inhabitants, two hotels, one public hall, four general stores, one school one church, etc. The output of the mines of Helena Mining & Reduction Co., namely, the "Alta," "Custer," "Argentum," "Northern Pacific," etc. aggregates 415 tons of ore daily, assaying from 20 to 50 per cent lead, 70 to 300 oz. silver, and 1 to 3 oz. gold. The Gregory Mine (not now in operation) produces daily 100 tons concentrated to 50 tons, carries 50 per cent lead, 115 oz. silver, and one oz. gold. The "Banner," "Minnesota Lode," and "Mina Lode" are also valuable. The eight or nine miles in the Boulder District, three to five miles south, will each produce daily 20 to 50 tons of ore, 50 per cent lead, 50 to 70 oz. silver. THE MONTANA MINING SYNDICATE has developed a fine property a few miles from Wickes. They have opened up two fine leads on one of their properties showing high grade steel galena ore besides an immense body of concentrating ore. It is the present expectation that a reduction plant of a capacity not less than fifty tons a day will be put in at their mine, in which event active production will ensue. The successful development of this property, and establishment of reduction works contiguous to it, opens up to the world a district which has heretofore been very nearly neglected, and will have a marked influence on the prosperity of Wickes.

WINSTON, Mon.

N. P. R. L. S. D. Population 300, has general stores, school and church. There are several rich gold mines near by; among the richest are the "H and H," "Clay House," "Little Joe," and "Martha Washington." There are many more of less importance.

NEBRASKA.

"The land of broad rivers", a great agricultural State in the central portion of the American Union, lies between 40° and 43° north latitude. Its eastern boundary is $95^{\circ} 25'$ west longitude, and its western boundary is 104° west longitude. It is bounded on the south by Colorado and Kansas, on the east by Missouri and Iowa, on the north by South Dakota, and on the west by Wyoming and Colorado. From north to south the State is $208\frac{1}{2}$ miles in width. Its length from east to west is 413 miles. Its area is 76,647 square miles, or 49,054,080 acres. The surface of the State is for the greater part an elevated plateau, its lowest point being at the mouth of the Nemaha river, in the Southeastern part of the State, where the elevation is 880 feet. The highest spot is Scott's Bluffs, in the extreme west, where the land rises to an elevation of 6,000 feet. The eastern half of the State has an average elevation of 1,400 feet, and, as a whole, it averages 2,312 feet above the sea.

In 1866, the legislature prepared a constitution for a State government, which a vote of the people confirmed by a small majority, though the opponents of the measure claimed that it was obtained by fraud. The first legislature under the State Constitution met July 4, 1866. The bill to admit Nebraska as a State was passed over the President's veto, and proclaimed on March 1, 1867.

The first capital of Nebraska was

at Bellevue. It was removed to Omaha in 1855, where it remained until Nebraska became a State, when it was taken to Lancaster, a town of half a dozen houses, whose name was then changed to Lincoln.

The present State Constitution was framed in 1875, and was ratified in the same year by the people. The first legislature under the new Constitution, met in January, 1877.

RIVERS OF NEBRASKA.

Chief of all is the Missouri, which flows in a tortuous course for 500 miles along its eastern boundary and is navigable for 2,000 miles above Omaha. Next in importance is the Platte, which flows through the whole length of the State, from west to east. Rising in lakelets in the Rocky mountains, fed by snows, its entire length approximates 1,200 miles. When it enters the State, it is already a broad and rapid, though shallow river, flowing over a sandy bed. At North Platte, it forks, one branch being known as the South and the other as North Platte. The Loup is the first large tributary. It rises among the sand hills south of the Niobrara in a group of small lakes. It has three main branches known as the South, Middle and North Loups, each of which in turn has many tributaries. The Middle Loup, whose main direction is southeast, is 250 miles long. The Elkhorn, which empties into the Platte a short distance above the latter's junction with the Missouri, is one of the most beautiful streams of the State. It,

too, has its source, in a region of small lakes near $99^{\circ} 30'$ W. longitude. Here it has a remarkably broad bottom with low bordering upland. It flows over a rocky bottom in a southeasterly direction about 250 miles. Its principal tributaries are the North Fork and the Logan, the latter having an extraordinary number of tributaries. Near the south line of the State the Republican river and its numerous affluents, drain a large area. It rises in the Colorado plains, but flows 216 miles through the State. Near the northern boundary is the Niobrara river which rises in Wyoming and flows 263 miles through the State before uniting with the Missouri. It is the most rapid and turbulent stream in the State. In $102^{\circ} 30'$ W. long., where it is 80 yards wide, it enters a deep canon, with high and often perpendicular walls, which extend for 180 miles. After emerging from the canon, it remains a broad, rapid and sandy river to its mouth. The most important of its numerous tributaries are the Keya Paha and the Verdigris. Many other rivers in Nebraska are remarkable for the beauty and fertility of the sections which they drain, the most important being the Bows, the Big and Little Blue, the Great and Little Nemaha and Salt creek. The water power of the State is enormous. Though the streams meander through broad bottoms, places can be found every few miles where the fall is from three to ten feet to the mile.

ADAMS, Neb.

Station of the Union Pacific Ry from Council Bluffs and Omaha to Portland 461 Miles from Omaha.

ALBION, Neb.

Forty-three miles northwest from Columbus, on the Albion Branch of the U. P. elevation 1,747, has a population of 1,200, and is located on Beaver River, which furnishes power for fine roller mills. The surrounding country is rich in agricultural products and live stock. There are two banks, three newspapers, waterworks, and good schools. It is a supply and distributing point,

well supplied with good hotels, elevators, and flouring mills. The Beaver River, is a rapid stream which never runs dry, affording an abundant water supply. Occupying a central position in Boone County, Albion drains a well-settled country for forty miles around.

ALMA, Neb.

The county seat of Harlan County, with a population of 1,000. Alma is one of the most beautifully located towns in Nebraska. Situated on the Republican River in the midst of a magnificent farming country, the town presents all the indications of being an active commercial point in the near future.

Alma has a pretty opera house, large flour mills, three newspapers, and two banks.

BEATRICE, Neb.

A beautiful city of 10,000 people, located on the Big Blue River, 95 miles from Omaha. It is the county seat of Gage, the banner agricultural county of the State, and possesses the most magnificent courthouse in the State. Here are found all of the substantial modern improvements of a progressive city — paved streets, electric lights, a splendid electric street-car system. One of the latest improvements in buildings is the Government post-office, a beautiful structure of gray sandstone. The Big Blue River furnishes the greatest natural water power for manufacturing industries to be found in the State. Beatrice justly prides herself on her public schools. At the great competitive examination at New Orleans in 1886, open to the world, Beatrice was awarded the diploma.

BIG SPRINGS, Neb.

Pop. 250; from Ogallala, 19 miles; elevation, 3,361 feet U. P. Station. This station derives its name from a large spring—the first found along the road—which issues out of the bluffs, opposite the station on the right, in view from the cars. The water is excellent—the best along the road.

CEDAR RAPIDS, Neb.

Fifty-one miles northwest of Columbus, elevation 1,775 feet, has 800 population, and is beautifully situated on the banks of the Cedar River, on the Albion Branch of the U. P. One flouring mill has a capacity of 150 barrels daily, and a creamery turns out 700 pounds of butter per day. One bank and two newspapers. The educational facilities are unusually good.

CENTRAL CITY, Neb.

Station of the U. P. and B. M. R. R.

COLUMBUS, Neb.

A highly prosperous town of 4,500 inhabitants, ninety-two miles from Omaha, on the main line of the Union Pacific, and has an elevation of 1,442 feet. The city lies on the Loup River, three miles west of its junction with the Platte River. Waterworks and electric lights are now in full operation. The opera house has a seating capacity of 800, and Männerchor Hall will accommodate 300; a Catholic monastery, located on an elevation overlooking the city, occupies an acre of brick buildings, and belongs to the order of St. Francis. Connected with this is an academy, under the direction of the Franciscan Sisters, for the education of girls, and in addition thereto the hospital of St. Francis, open for the unfortunate of every race and religion. There are two national banks in Columbus, three good hotels, extensive roller mills, elevators, and four newspapers, English, German; also creamery, planing mill, and the only wooden shoe factory in America.

From Columbus the Union Pacific sends out two branches — one to Norfolk, fifty miles north, and the other to Albion, forty-three miles northwest. The country on both these branches is accounted among the richest sections in Nebraska. Immense crops of corn are raised, cattle and hogs forming the staple industry.

FAIRBURY, Neb.

A strong, solid town of 4,000

people, having all the luxuries and comforts of a metropolitan city. The town has first-class business blocks and many fine residences.

FAIRFIELD, Nebr.

43 miles from Grand Island, a town of 1,500 people, in the center of a magnificent farming-region. The farmers in this section are remarkably well-to-do; large shipments of grain and live stock are made annually; three elevators are engaged in handling the grain product. Fairfield has a creamery of 300 pounds daily capacity, and the usual quota of religious and educational institutions. A College of the Christian Church denomination is also located here.

FREMONT, Nebr.

Pop. 9,000; from Valley, 12 miles; Omaha, 46 miles; elevation 1,192, — Is the seat of Dodge county, situated in the midst of the richest and most productive portion of the Platte valley, which here stretches away in all directions as far as the eye can reach. The city is provided with all the modern improvements, and is the seat of much wealth. Besides the Union Pacific, it is connected with the northeast country by the Fremont, Elkhorn & Missouri Valley Railroad.

FULLERTON, Neb.

A lively place of 1800 inhabitants, elevation 1,623 feet. On the Albion Branch of the U. P. The town is situated at the confluence of the Loup and Cedar rivers, thus affording good water power. Two banks and three newspaper are established here. There are good schools, churches, opera house, flour mill, etc.

GENOA Neb.

Twenty-one miles north of Columbus on the Albion Branch of the U. P. elevation 1,573, and has a population of 1,000. There is one bank, two newspapers, flour mill, and three elevators of 14,000 bushels daily capacity. The Indian Industrial School, sustained by the Government, is located here, and has 300 pupils, from various tribes of Indians—

Chippewas, Omahas, Winnebagoes, Sioux and Apaches. The area belonging to this school covers 320 acres of ground, the four main buildings covering 13,000 square feet. The Indian boys and girls are successfully taught the industrial arts; there are carpenter, shoe, tailor, and harness shops, laundry, warehouse, etc.

GOTHENBURG, Nebr.

285 miles from Omaha, has an elevation of 2,557 feet, and 800 population. This rising young town is supported by a magnificent grain and stock raising country and is destined to become an important center in the Platte Valley. The town has two elevators, two flour mills, and heavy shipments of grain and stock are made at this point. The Gothenburg Water Power & Investment Company has constructed a canal from the Platte River, ten miles in length, which furnishes a grand water power for every sort of manufacturing, and this power is being rapidly utilized. The town has two banks, good hotels, two energetic newspapers, and prosperous schools.

GRAND ISLAND, Nebr.

Pop. 16,000; from Omaha, 153 miles; elevation 1860 feet. — Is the seat of Hall county, and the largest and most important business place and railroad junction on the main line of the Union Pacific Railway west of Omaha.

This station was named for an island in the Platte — two miles distant — one of the largest in the river, being about 30 miles in length by four in width.

The value of the manufactured output in this city exceeds \$ 4,000,000 annually, and over 3,500 men, are employed. An immense beet sugar manufactory has been established, costing \$ 500,000, and employing a large number of men, the capacity of the factory being 350 tons of beets daily; produces annually 5,000,000 pounds of granulated sugar. The Grand Island Canning Factory, annual capacity about 1,000,000 cans of corn, and the creamery produces 250,000 pounds of butter. Here are

also located the extensive yards of the Union Stock Yards Company, with a daily capacity of over 100 car loads of stock. There are two banks in Grand Island, with an aggregate capital of over \$ 500,000; two daily and five weekly newspapers, a fine opera house with seating capacity of 1,200, two fine hotels, the aggregate cost of which was \$ 145,000, extensive flouring mills, creamery, breweries, broom factory, gas works, brick and marble works, foundry and wire-fence factory, all in a flourishing condition. The educational facilities are unusually fine. The Nebraska Soldiers' and Sailors' Home is located here.

HASTINGS, Neb.

Twenty-five miles from Grand Island. Dating only from 1872, the town to-day numbers 9,000 inhabitants, and presents the aspect of a small metropolis. This "City of Plains" certainly looks metropolitan with its extensive gas works, telephone system, fire department, hotels, banks, and manufactories.

KEARNEY, Neb.

Kearney is 199 miles west from Omaha, and has a population of 5,000. The surrounding country is fine farming land. The State Reform School is located here, the buildings costing upward of \$ 100,000. The city is beautifully situated on a broad, level plateau 2,146 feet above the level of the sea, insuring a bright, clear atmosphere, and is located immediately south of the ridge separating the valleys of the Platte and Wood rivers, which affords the natural opportunity for the establishment of three artificial lakes, giving an immense water power, the capacity of which is scarcely disturbed by the various manufacturing plants now operated by it. In order to secure this immense power it was necessary to tap the Platte River at a proper grade and conduct the supply to the elevation between the Platte and Wood rivers, which is situated immediately north of the city. This was done, and at Elm Creek, sixteen miles west, the water was obtained and led along the natural elevation which divides

the valleys, and the water stored in the three lakes, from either of which it can be turned over falls sixty feet into the river again. The streets are broad, crossing each other at right angles, everywhere lined with shade trees, which do not, however, interfere with a comprehensive view of the many superb business blocks, handsome school, church, and other public buildings, while the residence streets are lined with elegant and costly homes, beautified by fine shade trees, shrubs, and flowers. Farther away in the suburbs are seen the tall chimneys of extensive manufacturing plants, which show the beginning of the usual possibilities of the city. Its railroad facilities are excellent, having the great railway system of the West, the Union Pacific placing it in direct communication with all the principal cities east and west, and the Kearney & Black Hills Railway to the northwest. Its water-works are first class. Extensive and excellent electric-light plant, fifteen miles of electric street railway, well equipped and making communication with the various parts of the city rapid and convenient; a magnificent courthouse, very fine in architectural style and possessing all modern conveniences. A beautiful city hall. A fine opera house, the latest addition being a magnificent stone block, five-stories, with a seating capacity of 1,200. Kearney has a large number of manufacturing enterprises; a cotton mill with nearly 90,000 square feet of floor room, arranged for 15,000 spindles, employing at its full capacity 150 men, and capable of producing annually 3,500,000 yards of muslin; a canning factory with a capacity of 1,500,000 cans annually. In addition to this there are plow factories, foundry and machine works, cornice works, cooperage factory, oatmeal mills, paper mills, a hinge factory, and many other industries of equal importance. There are about a dozen substantial banks in the city, nine hotels, the best of school facilities, sixteen churches, two daily and six weekly papers.

KIMBALL, Neb.

Pop. 500; from Sidney, 47 miles;

from Cheyenne, 65 miles; elevation, 4,697 feet. This station of the U. P. was formerly called "Antelope". Its present name is for the present general manager of the road.

Many of the settlers in this vicinity are engaged in agricultural pursuits and some, it is said, have been successful; but stock-raising is the chief reliance of the settlers in this section of the country, as it is admitted to be the best grassed stock range in the western country.

Connections. Mail hack leaves this station three times a week: north, 15 miles to *Lorain*; eight miles to *Centrapolis*; six miles to *Ashford*, and 15 miles to *Gering*.

LEXINGTON, Neb.

Is 234 miles west of Omaha, elevation 2,885 feet, and has a population of 1,500. A splendid farming country is tributary to the city, many thousand acres of which are under one of the best irrigation canals in the United States. Lexington has an electric light plant, a stand-pipe water works system, a brick opera house seating 1,500 people, two large brick school buildings and one smaller building, six churches, flour mills, elevators, banks, hotels, and two newspapers. The business blocks are particularly substantial and elegant for so young a town.

LINCOLN, Neb.

The Capital of Nebraska. Should the homeseeker desire to see one of the loveliest valleys in the entire West, and also the capital city of Nebraska, let him board the train at Omaha that runs to Kansas City via Valley and Manhattan (or change from the main line at Valley to this train), and fifty seven miles south he will arrive at Lincoln. It has been asserted, these many years, that a capital never rises above the function of being a home for politics and the seat of Government. Lincoln is a shining exception in this regard, for it is as bright, energetic, and active a business center as any city of its size in the West. Manufactures flourish, and a phenomenal wholesale trade has been developed, so that

Lincoln is a city of commercial activity in the very best sense of the term, and by no means given over to the science of legislation, to the exclusion of home industries. Already seventy-two miles of street railway lines are in operation, and over thirty miles of paved streets, and brick, stone, and iron blocks give her an air of permanence. All the executive departments of the State are located here, as well as the State hospital for the insane, State penitentiary, and University. The population of Lincoln is fully 60,000, and steadily increasing. The town is handsomely laid out. The streets are broad and well shaded, and very many elegant residences invite the inspection of the visitor.

Lincoln is an educational center, and in the past few years has secured the location of several institutions of learning — one, the Nebraska Wesleyan, costing \$75,000; another, the Cotner Christian University, costing \$60,000. A third, the Union College of the Seventh-Day Adventists, has three large College buildings, costing \$130,000. A fourth, the Lincoln Normal University, has invested in its plant \$125,000. The Worthington Military Academy (Episcopal) cost \$60,000, and the State University of Nebraska is located at Lincoln, with over a half million of dollars investment and 1,500 students. Altogether the colleges and universities of Lincoln have an annual attendance of upward of 3,000 students.

Agents of the North German Lloyd:

A. Ziemer, Lincoln Neb.

LOUP CITY, Nebr.

Sixty-one miles from Grand Island, elevation 2,067 feet, a town of 1,000 inhabitants. This is another distributing point for a fine agricultural district. A canal from the Middle Loup River furnishes splendid water power, and irrigates all the east side

of the valley for twenty miles from the bluffs to the river. The valuation of Sherman County is placed at \$1,200,000, and there are sixty-three school districts in the county. The town has good hotels, two banks, two newspapers, elevators, and a first-class creamery; also a fine brick yard that burns 200,000 brick.

MADISON, Neb.

The county seat of Madison County, elevation 1,574, is thirty-five miles north of Columbus on the Norfolk Branch of the U. P. and has 1,600 inhabitants. It is surrounded by a beautiful country, the land being extremely rich and well cultivated. Fruit is extensively raised, and heavy shipments made of cattle, hogs, and grain. There is an excellent roller mill, a creamery of 1,500 pounds daily capacity, system city waterworks, six churches, electric lights and opera house, three newspapers, three banks, and the best grade of schools. The North Nebraska Normal College is also located here.

NEBRASKA CITY, Neb.

The center of Ohoe County, 7,000 inhabitants. Station of the Missouri Pacific and Burlington, Missouri River R. R. The State Institute for the Blind is here.

NORFOLK, Neb.

Is fifty miles north of Columbus, elevation 1,514, a bright, energetic city of 5,000 inhabitants, on the Norfolk Branch of the U. P. The town is located at the confluence of two forks of the Elkhorn River, thus giving to the city a water power amply sufficient for all manufacturing purposes. The principal streets are lined with handsome business blocks, and many elegant residences are seen in the suburbs. Norfolk has several miles of street railway, a good system of waterworks, two steam bottling works, foundry and machine shops, flouring mills, the largest beet sugar plant in the world, brick and tile works, a large creamery, and other industries. There is an opera house, two banks, and four newspapers. The State insane asylum erected at a cost of \$2,000,000, is

located here. Educational advantages here are fine, equal to the best in any State, one normal school, one high school, four graded schools. The splendid country tributary to Norfolk is the strong point in favor of the future of this prosperous young city.

NORTH PLATTE, Nebr.

Pop. 4,000; from Omaha, 291 miles; elevation, 2,796 feet. — Is the seat of Lincoln county, and the headquarters of the largest live stock interests in the state—horses, cattle and sheep.

Some of the "cattle barons" here count their herds to 20,000 and more, while scores can "round up" from 3,000 to 5,000 head. In this country, a man that only owns a "little bunch" of 500 or 1,000 head, is counted a "poor shoat", one to be pitied.

The railroad company has a large hotel here, where all the regular passenger trains stop 30 minutes for meals. Machine and repair shops are also located here.

O'FALLONS, Neb.

17 miles from North Platte city U. P. Station is a lone station in the sand hills, of little interest to the traveler, but opposite, on the south side of the river is a point quite noted in early days.

O'Fallons Bluffs. Is a series of sand hills interspersed with ravines and gulches, which come close to the river's bank, forming abrupt bluffs which, in the early days referred to, turned the emigrants back from the river, forcing them to cross these sand hills, a distance of four miles, through loose yielding sand, devoid of vegetation. Here, as well as at all points where the bluffs come near the river, the emigrants used to suffer severely at times from the attacks of the Indians and white outlaws.

Opposite the "bluffs" is a lovely island in the river, that was—until the railroad arrived—a noted camping ground for the Arapahoe and Sioux Indians; it is now a fine ranch or hay meadow.

OGALLALLA, Neb.

291 miles from Omaha Pop. 800; elevation, 3,207 feet U. P. R. R. Is the seat of Kieth county. The citizens are very generally engaged in raising cattle; few attempt any agricultural pursuits further than a little "garden sass."

OMAHA, Neb.

Omaha is the metropolis of Nebraska. It is reached from Chicago by several railroads in 15-16 hours, 490 miles distant. Fare \$12.50, sleeper \$2.50. The Union Pacific has really its eastern terminus here. The city has a population of some 140,000. It is one of the most progressive cities in the West, having more than doubled its population and business within the last five years.

It is the seat of Douglas county, situated on the western bank of the Missouri river, on a gradual slope about 50 feet above high-water mark, with an elevation of 1,032 feet above sea level. The first settlement was made in 1854, and named for the Omaha Indians who then possessed the country. Omaha, from a mud-hole in 1880, has become the best paved city in the west. It has all the substantial and modern improvements of the times, and abounds in business palaces of brick, stone and iron, with smelting furnaces, grain elevators, packing houses, distilleries, immense stock and lumber yards, machine shops and foundries, as well as scores of manufactures of all kinds. Besides the Union Pacific bridge, another spans the Missouri, with carriage and foot ways and electric motor cars between the city and Council Bluffs.

The city of Omaha is provided with ample banking capital, scores of hotels, chief of which are the Millard, Paxton and Murray, and four daily and a number of weekly newspapers.

The Board of Trade—with a large membership of active workers, has been an important factor in promoting and stimulating the general prosperity of the city.

The headquarters of the Department of the Platte, is located at Omaha.

There are nearly 200 manufacturing establishments in the city. It has the largest smelting works in the world. It is a prominent pork-packing center. Its waterworks were built at a cost of \$7,000,000. — The electric car system extends all over city and surroundings. Omaha has one of the largest distilleries and three large breweries and large white lead works. There are over 100 churches and more than 40 public school buildings. Prominent among these, is the *Deaf and Dumb Asylum*; the object of the school is to educate children of the State who are too deaf to be instructed in the common schools. Among the private schools Brownell Hall, Creighton College may be mentioned. Prominent edifices are: the Post Office; High School with fine view from the tower; the County Court House; Exposition Building; City Hall. Omaha has a valuable private *Picture-Gallery* belonging to Mr. G. W. Lininger, corner 18th and Davenport Streets, open every Thursday and Saturday.

The various large manufacturing establishments, elevators, packing houses, stock yards etc. are connected by the Beli Railroad with the different freight depots of the railroads centering in the city.

About one mile north from the Omaha Depot the Union Pacific Railway has erected its principal machine shops, store houses etc. covering about 30 acres of ground (worth visiting).

Fort Omaha is located three miles north of the city. There is an excellent carriage road to the Fort, which is a popular drive.

Agents of the North German Lloyd:
E. D. Branch, 1502 Farnam St., Omaha Neb.

A. C. Dunn, City Pass & Tkt. Agt., U. P. System, Omaha Neb.

E. E. Jones, Care Union Depot, Omaha Neb.

H. E. Moses, Farnham & 15th St., Omaha Neb.

ORD, Nebr.

Sixty-one miles north of Grand Island, 2,047 feet elevation, is very pleasantly situated on a high plateau overlooking the North Loup River Valley. The town has 1,500 inhabitants. There are two banks, three newspapers, fine schoolhouses, waterworks, broom factory, soda-water factory, roller mills, and elevators. This North Loup Valley is one of the finest agricultural sections of Nebraska, and Ord, situated in the midst of an extensive grain-growing region, unsurpassed in fertility, is the chief market.

PAPILLION, Nebr.

A small station of the U. P. on the river of that name in the midst of a thrifty farming community, 15 miles from Omaha, Population 700.

PLATTE CENTRE, Neb.

A town of 400 inhabitants on the Norfolk Branch of the U. P. elevation 1,536 feet, fifteen miles from Columbus. There are one bank, one newspaper, one cream separator, etc. The order of St. Francis has a convent here. Grain and stock are the principal shipments.

PLATTSMOUTH, Neb.

Town of 6,000 inhabitants, station of the Burlington, Missouri River R R.

SCHUYLER, Nebr.

Population 3,000; 76 miles from Omaha, situated a short distance north of the Platte River. — Is the seat of Colfax County. Does a large business in wheat shipments, and is a growing and enterprising town, reached by the Burlington & Missouri River Railroad. A large proportion of the population is Bohemian.

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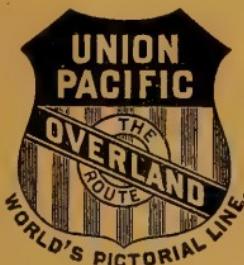
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SCOTIA, Neb.

Forty-five miles north from Grand Island, elevation 1,905 feet, population 500. Scotia is beautifully situated in the North Loup Valley, in the center of a fine farming region. There is abundance of high-grade limestone in the vicinity suitable for building purposes. The town has two good flour mills, excellent schools, and a newspaper.

SIDNEY, Neb.

Pop. 1,500; 414 miles from Omaha, from Cheyenne, 102 miles; elevation 4,090 feet).—Is the seat of Cheyenne county, one of the extreme western counties of Nebraska. It contains several good brick business blocks and stores, and shops of all kinds. The chief support of the place is derived from stock-raising; yet there are quite a number of settlers in the vicinity engaged in agricultural pursuits.

Fort Sidney. In 1870 the government established a military post at this place, and erected extensive barracks and warehouses.

ST. PAUL, Neb.

Twenty-two miles north of Grand Island, elevation 1,796 feet, with 2,000 population. Here, as in most of the interior towns of Nebraska,

the chief industries are grain and live stock. St. Paul is admirably equipped for so young a town. There are three banks, three newspapers, two roller mills, creamery, water-works, wholesale grocery house, opera house, and excellently graded schools.

STROMSBURG, Neb.

A Scandinavian settlement of 1,500 inhabitants. The site of a Swedish Lutheran College.

VALLEY, Nebr.

A junction station of the U. P. and Republican Valley Branch, six miles west of Elkhorn, and 35 miles from Omaha, situated on the Platte River bottom, surrounded by farms, where the principal products are corn and hay. Population 600; elevation 1137 feet.

WAHOO, Neb.

Town of 2,500 inhabitants, largely settled by Bohemians and Swedes.

YORK, Neb.

A live, progressive city of 5,000 inhabitants. The shipments of grain and live stock from this place are among the largest in Nebraska. Five elevators are employed in handling grain.

NEVADA.

Nevada is a part of the vast domain which was gained from Mexico in 1848, by the treaty of Guadalupe Hidalgo. Prior to 1861 Utah Territory extended to the California line, as did the ambitious Mormon "State of Desert", organized in 1849, whose emblem was the industrious honey-bee, and the purpose of whose founders was to combine their ideas of the Kingdom of God with the development of the Mormon community, and to secure to every Saint the unrestricted pursuit of unbounded domestic happiness. In 1851 the Utah Legislature organized several counties along the eastern slope of the Sierras and on the Rio Colorado, and until 1856-7 there were thriving Mormon settlements in Carson, Eagle and Washoe Valleys.

In 1858 the black lumps which bothered the few goldwashers in Gold Hill Gulch and the cañon at the base of Mount Davidson, were assayed by two miners named Grosch, who possessed some knowledge of metallurgy, and pronounced to be rich in sulphurets of silver. The following year the rush to Washoe fairly commenced. Early in 1861 Congress organized the Territory of Nevada, out of Utah, west of 150°.

By 1861 quartz mills were erected and machinery transported across the mountains, and the white metal commenced to pour in vast and increasing volume into the channels of the world's commerce, sustaining the credit of the Nation in the hour of its peril.

Nevada derives her name from her magnificent Western frontiers, from their resemblance to the serrated chain of Spanish Granada, these mountains are called the Sierra Nevada, or "Mountains Snowy", although the snow-fall, except on the high ranges, is not great, and thermometrical reports show that Nevada possesses about the same winter climate as Baltimore, and a summer climate analogous to that of Nova Scotia. The popular name of Nevada is the Silver State, from its chief products.

The Latitude of this State is from 35° to 42° N., its Longitude from 114° to 120° W.

The population was in

1860:	6,857
1880:	62,266
1890:	45,761

CARSON CITY, Nev.

The capital of Nevada, a thriving town of 3,950 inhabitants, containing the capitol, the U. S. Mint, a Court-House, 4 churches, the best school-house in the State, and many handsome residences. From Carson daily stages run 15 miles (fare \$2.00) to Lake Tahoe, as far as Glenbrook, whence a steamer runs to Tahoe city. Numerous summer resorts are located on the lake, which is cut by the California boundary line. It is about 22 miles long and 10 miles wide, is 6,247 feet above the sea.

Railroad: Virginia & Truckee.

PYRAMID LAKE, Nev.

Lies on the slope of the Sierra Nevada Mountains, 700 feet yet above the Great Salt Lake. It is enclosed every where by giant rocky precipices, which rise vertically to the sublime height of 3,000 feet. From the bosom of the translucent waters of this wonderful lake, there springs a strange pyramidal rock 600 feet in air.

Near this lake occurred the disastrous battle of May, 1860, where an attacking force of 105 Nevada volunteers was defeated, with a loss of

half their number, by the Teh Ute Indians.

VIRGINIA CITY, Nev.

22 mls. beyond Carson, 6,339 feet above the sea, is the largest city in Nevada, having 8,511 inh. It is built half-way up Mount Davidson, completely environed by mountains, containing famous gold and silver mines. About one fifth of the population of the city are usually under ground for mining-work.

Railroad: Virginia & Truckee.

NEW HAMPSHIRE.

The first settlements in New Hampshire were made by the English in 1623. It is one of the Thirteen Original States and adopted and ratified the Constitution in 1788. The area of the State is 9,305 square miles, famed for the beauty of its mountain and lake scenery. It has a total population of 376,530. The principal agricultural products are hay and corn.

BETHLEHEM (White Mountains), N. H.

The fame of the White Mountains as a picturesque and healthful summer resort is world wide. Their great height and the consequently extended view to be obtained, are prominent among the reasons for this great popularity. Among the many attractive places located in the midst of these mountains, and undoubtedly, one of the most popular, is Bethlehem, which enjoys the proud distinction of being the highest village east of the Rockies. It is fourteen hundred and fifty feet above the sea level, and two hundred and sixty-three feet above the adjacent Ammonoosuc Valley, the highest in New England. This superior altitude and the town's exposure to the North render it very cool during the summer, even when other mountain resorts are visited by heat.

To be reached by the Pennsylvania R. R.

CONCORD, N. H.

The Capital of New Hampshire has 17,000 inhabitants. It has a fine

location on the Merrimac. The principal edifices are the State Capitol, the City Hall and the Insane-Asylum.

Railroads: Boston & Lowell Railroad.

DOVER, N. H.

A manufacturing town of 12,800 inhabitants and a railroad-junction on the Boston & Maine R. R. for Alton Bay and Portsmouth. Cotton and woolen goods are the principal products.

GLEN STATION (White Mountains), N. H.

Glen Station is six miles from Bartlett, the same distance from North Conway, and is the point of departure for the summer populated village of Jackson, three miles away. There is excellent trout fishing in the vicinity.

Glen Ellis is probably the finest waterfall in the White Mountains.

JACKSON (Glen Station), N. H.

Jackson is situated about three miles from Glen Station, on the White Mountain Division of the Maine Central R. R. It is a pretty and attractive town, and shares with the other points of that region in the beauty and grandeur of the famous White Mountain scenery.

It is conceded by many to be the most delightful summer village in the White Mountain region.

JEFFERSON, N. H.

Jefferson, the earliest settlement in the White Mountains, is situated

fifteen miles north of the Notch. Not only are the principal elevations in the White Mountain group visible, but also the Green Mountains (in Vermont), the Franconia Mountains, and White Mountain, in the Notch. With a powerful telescope, trains and persons upon Mount Washington are discernible.

To be reached from Boston by the Boston & Maine R. R. and Maine Central R. R.

MANCHESTER, N. H.

The largest city in New Hampshire and has 44,000 inhabitants. Manchester is famous for its cotton industry and printing establishment. Manchester is junction point for several railroads to Portsmouth, Lawrence etc. It is reached from Boston by the Boston & Lowell R. R.

Agents of the North German Lloyd:

Wm. Weber, 187-189 Second St., Manchester, N. H.

MOUNT WASHINGTON (White Mountains), N. H.

The prospect from the summit of this famous mountain is inexpressibly grand, extending in clear weather to the Connecticut River and Green Mountains, and Lake Sebago and the mountains of Maine, the ocean beyond and the shining waters of Winnepesaukee to the south. Across the Great Gulf are seen the massive peaks of Jefferson, Adams, and Madison, and to the southwest Monroe, Franklin, Clinton, Jackson, and Webster. The surrounding country, within a circumference of one thousand miles, and embracing portions of five States and Canada, with their mountains, valleys, streams, lakes, and cities, is spread out like one vast panorama.

Mount Washington is sixty-two hundred and ninety-three feet above

sea level, and is the highest elevation east of the Rocky Mountains and north of the Carolinas.

NASHUA, N. H.

The friendly town of Nashua, where the Merrimac and Nashua rivers meet 40 miles from Boston. It has 19,500 inhabitants and large manufactories of iron, cotton, carpets etc. To be reached by the Boston & Lowell R. R.

PORTSMOUTH, N. H.

The old, quiet town of Portsmouth is situated on an island, three miles from the sea in the Piscataqua River. It is the only sea port in New Hampshire and has nearly 10,000 inhabitants. The Athenaeum contains a library and a museum. The Kittery U. S. Navy Yard is situated on Fernald's Island in the river, the famous man-of-war Kearsarge was built here.

Portsmouth is 57 miles from Boston on the Boston & Maine Railroad.

ROCHESTER, N. H.

A manufacturing town of 6000 inhabitants on the Boston & Maine R. R., 79 miles from Boston, and junction point for the railroads to Portland and Alton Bay.

RYE BEACH, N. H.

For many years Rye Beach has been the leading resort of New Hampshire, as well as one of the most fashionable summer points in New England. The bathing is excellent, and may be indulged in without any fear of undertow. Seven miles distant is the quaint old town of Portsmouth, to which a pleasant excursion may be made. From Straw's Point there is a grand view, including in its compass the isle of Shoals and a wide stretch of coast. To be reached by the Boston & Maine R. R.

NEW JERSEY.

Henry Hudson, a Dutchman, was the first European who landed in New Jersey (1609). The first settlement was made in 1627 at Bergen. In 1820 slavery was abolished in the State. During the civil war New Jersey sent 88,000 men into the National army. New Jersey is sometimes called the Garden State on account of the large variety of its agricultural products.

New Jersey comprises 7,815 square miles. It is situated between $38^{\circ} 55' 51''$ to $41^{\circ} 21' 10''$ N. Latitude and $73^{\circ} 53' 51''$ to $75^{\circ} 33' 51''$ W. Longitude and had in 1890 a population of 1,444,933.

ASBURY PARK, N. J.

Asbury Park is one of the most fashionable seaside resorts along the New Jersey coast, and its broad and handsome avenues, its shaded streets, and its fresh-water lakes make it one of the most beautiful in the country. The magnificent drive called *Ocean Avenue*, extends from the northern to the southern boundary, and between this drive and the ocean is a splendid boardwalk extending the entire length of the town about two miles on which promenade many of America's proudest belles. Three fresh-water lakes afford excellent opportunities for boating and fishing. *Deal Lake* is a large sheet of water, of good depth, and very romantic. Among the attractions in the vicinity, which may be reached by driving, are New Jersey National Guard Camp Ground at Sea Girt, used for several

weeks every year; Spring Lake, Avon, the home of the Seaside Assembly, and *Summer School of Philosophy*; the pretty towns of Belmar, Interlaken (Loch Arbor); Elberon, made historic by Garfield's death; Long Branch, Seabright, the famous Highlands of Navesink, Atlantic Highlands, and Monmouth Park.

The *Ocean Bathing* at Asbury Park is remarkably fine, and the beach has a reputation of being among the best in the State. For those who cannot bear surf, large pools of salt water are connected with the bathing establishments: and there are also hot and cold seawater baths at the beach and in many of the hotels.

Immediately south of Asbury Park and adjoining it, separated only by *Wesley Lake*, is *Ocean Grove*, made famous for its great campmeetings held during the month of August. Bridges cross the lake, connecting the two cities, and the meetings are an attraction for many Asbury Park visitors. At Asbury Park all the regular facilities of a city are at hand, such as electric and incandescent lights, two banks, daily newspapers, churches of almost every denomination, and a perfectly-equipped electric street railway.

To be reached by the Pennsylvania R. R.

Asbury Park has splendid hotel accommodations. One of the best Hotels is the "Hotel Brunswick", highly recommendable for prompt service, pleasant rooms and excellent cuisine.

ASBURY PARK, N.J.

AT ASBURY PARK, N.J.

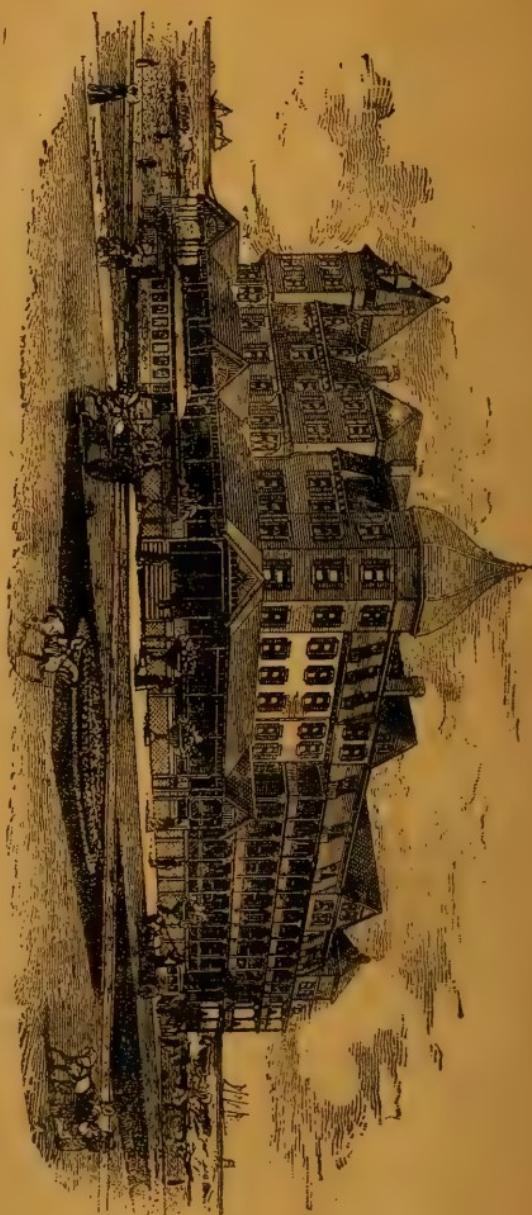
DIRECTLY ON THE BEACH

HOTEL BRUNSWICK

The leading Hotel in every respect noted for the high standard of Excellence maintained throughout.

COMPLETE IN ALL MODERN APPOINTMENTS * ELEVATOR * CASINO &c.

MORGAN & PARSONS, Owners & Proprietors.



ASBURY PARK, N.J.

ATLANTIC CITY, N. J.

Atlantic City is an all-the-year-around resort. Its magnificent steel boardwalk, the finest in the world, and its superior beach are attractive at all seasons. The great Gulf Stream which sweeps along the coast, carrying with it the warmth of the tropics, tempers the climate in winter, and when snow and ice have claimed the inland cities, this greatest of all seaside resorts rejoices in an air soft and mild.

Early spring is one of Atlantic City's most charming seasons. The genial temperature, the buoyant saline atmosphere, the never ceasing, ever surging sea are exhilarating to the invalid, and constant sources of pleasure to all.

Every year witnesses an increase in the winter and early spring travel to this most popular resort. The opening of the new Delaware Bridge forms the last link that makes Atlantic City neighbor to all parts of the country. By this new arrangement, the territory, from which a daylight trip to Atlantic City may be made, has been extended hundreds of miles, and the annoying transfer between stations in Philadelphia has been eliminated.

In addition to its natural advantages, Atlantic City is a well-planned and carefully-built city of some twenty thousand permanent inhabitants.

The famous steel boardwalk which bounds the ocean front is a great feature of the city's life. Another is the electric railway, which extends to Longport, seven miles to the south. The two extremities of the island are united by this road, which is an unfailing source of pleasure to visitors.

Railroads, are the Pennsylvania R. R. and the West Jersey & Seashore R. R.

AVALON, N. J.

Avalon is probably the most picturesque place on the southern New Jersey coast. Where once stood a few isolated houses now stands a beautiful city with large and comfortable hotels.

Avalon is surrounded on two sides by salt water. It is connected with Ludlam's Beach by a substantial bridge over the waters of one of the most celebrated fishing banks on the coast, Townsend's Inlet.

To be reached by the Pennsylvania R. R.

BARNEGAT CITY, N. J.

Barnegat City is located on the northern end of Long Beach, where the waters of Barnegat Inlet establish a connection between the bay and the ocean. Situated in the very heart of the realm of fishingdom, it is well known and its merits are justly appreciated by all anglers.

There is a fine beach at Barnegat, and its almost insular character insures all the benefits arising from salt water.

To be reached by the Pennsylvania R. R.

BARNEGAT PIER, N. J.

This is the point of departure for the most noted fishing grounds on the central New Jersey coast. It is located at the west end of the draw of the long bridge by which the Pennsylvania Railroad's seashore route crosses Barnegat Bay. The white-winged yachts, which cover the water below, amply accommodate the sportsmen as they alight from the train and convey them to the celebrated fishing grounds in Barnegat Bay and Inlet.

BAYONNE, N. J.

A manufacturing town of 19,000 inhabitants, on New York harbor with enormous petroleum refineries.

BEACH HAVEN, N. J.

This haven of rest and quiet has won for itself a reputation as one of the most attractive retreats by the sea in New Jersey.

BERKELEY, N. J.

Berkeley is a genuine seaside resort, for it has the sea around it. The hotel, known as the Berkeley Arms, is built on the narrow strip

of land lying between Barnegat Bay and the ocean, on ground which has been made above the original sand. A special feature also is the yacht harbor in the bay, where the pleasure steamers may ride in complete security. At Berkeley, the beach is fine and the bathing excellent. To be reached by the Pennsylvania R. R.

BRIDGETON, N. J.

A town of 11,500 inhabitants, 134 miles from New York, via New Jersey Central R. R., with manufacturing interests principally glass iron, and woolen mills.

CAMDEN, N. J.

With population of 58,330 inhabitants faces Philadelphia across the Delaware, it is practically a suburb of the Pennsylvania-metropolis, and has factories, immense marketgardens and ship-yards. Camden is a Railway terminus of the West Jersey, the Camden and Atlantic, and the Philadelphia & Atlantic City R. R.

CAPE MAY, N. J.

Cape May has ever borne an enviable reputation as both a summer and winter resort.

The winter temperature of Cape May claims marked attention. It is genial and equable; the sea breezes are fresh and active, and the bracing saltiness of the air ever invigorating. The fast express trains of the West Jersey and Seashore Railway run between Philadelphia and Cape May at frequent and convenient intervals.

ELIZABETH, N. J.

A city of 37,704 inhabitants, and contains many fine residences of New York business men.

It is situated 40 miles from N. Y., via the Pennsylvania R. R.

Agents of the North German Lloyd:

Chas H. Schmidt, Freie Presse, Elizabeth, N. J.

Fred'k Hubert, 409 E. Jersey St., Elizabeth, N. J.

HOBOKEN, N. J.

Situated just above Jersey City, opposite New York, of which it is practically a suburb; it has 43,650 inhabitants, and has manufacturing importance. Its chief interest is owing to the fact that the North German Lloyd's, and Hamburg American company's wharfs are here. Most of the inhabitants of Hoboken speak German and the city's appearance is so German-like, that it is often called a suburb of Hamburg.

To passengers who want to continue to travel without stopping in New York very good hotel accommodations are offered: *Meyer's Hotel*, cor. Hudson and 3d Sts., near to the steam-ship docks, possesses all modern improvements, has a good German Cuisine and of course German beers. *Buschs Hotel*, cor. Hudson and 3d Sts., is also very commendable in every respect; *Naegeli's Hotel* has the same handy location for travelers, cor. 3d and Hudson Sts., and is renowned for its Restaurant and service. A much frequented Restaurant is *Julius Schlatter's*, 92 Hudson St., established in 1865 this place has become the pleasant meeting point of Hoboken's notabilities. *Fischer's Hotel*, William Doerschlag prop, is located at 41 and 43 First St., near all steam-ship landings und railroad depots, the hotel is conducted on the American and European plan, at moderate prices.

Palace Hotel and *Café 39* and 41 Newark St., is also near the steamship landings, ferries and depots. The Restaurant is a very attractive place.

For travelers arriving in Hoboken, the *New Jersey Transfer* and *Baggage Express*, proprietor William Utz, is a reliable accommodation; upon arrival of the steamers an agent of this company takes orders from passengers on the pier for the delivery of their baggage to any point in the vicinity including all Railroad Stations and steam-ship piers. Railway tickets via all of the principal railways are also furnished to the passengers on the pier at tariff rates, and baggage checked to destination.

Meyer's Hotel

J. H. Timken, Eigenthümer

HUDSON & 3rd ST.

HOBOKEN.

In allernächster Nähe der Dampfschiff-Docks.

Modernstes und neuestes
Hotel der Stadt.

Electriche Beleuchtung.

Deutsche Küche.

Electriccher Fahrstuhl.

Deutsche und Einheimische
Biere.

Dampf heizung.

43 Weine

Bäder.

Cigarren

Den Passagieren, die weiter reisen, empfehle ich, während der Wartezeit mein elegantes CAFÉ zu besuchen.

Agent und Courier am Dock.

FISCHER'S HOTEL, WM. DOERSCHLAG, Prop.

Hoboken, 41-43 First Street, bet. Bremen and Hamburg S.S. Landings.

5 NEAR ALL RAILROAD DEPOTS.

European and American Plan.

Rates Doll 1.50—2.00 Am. Plan.

THE PALACE

Restaurant à la Carte
at all Hours.

HOTEL AND CAFÉ

39 & 41 Newark St., HOBOKEN, N.J.

Near all the steamship landings, ferries & depot.

Julius Schlatter's Restaurant

Importer of RHINE, MOSELLE & BORDEAUX WINES

Established 1865.

92 Hudson Street, HOBOKEN, N.J.

Restaurant a la carte from 7 A. M. to 9 P. M.

Naegeli's Hotel

Founded in 1868.

HOBOKEN, N.J.

Near all the European Steam Ship Companies' Docks.

Very handy location to travelers. Renowned for its Restaurant.

Travelers are called for at arrival on demand.

Rooms from Doll. 1,— upward.

Neumüller & Schaefer

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**FRED. WM. GIESENHAUS, SIGN PAINTING
OF ALL KINDS AND DESCRIPTIONS.**

Painting and Paper Hanging.

Hoboken Office, 81 WASHINGTON STREET.

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BUSCH'S HOTEL

22 TELEPHONE 237A, HOBOKEN.

Near the

BREMEN, HAMBURG,

ROTTERDAM and THINGVALLA

Steamship Landings.



Restaurant a la carte and fable d'hôte.

HENCKEN & LATTMANN, Proprietors
FRITZ POHL, Manager.

Cor. Hudson & Third Sts.,

HOBOKEN, N.J.

Agents of the North German Lloyd:
Meyer & Steneck, 222 River St.,
Hoboken, N. J.
William Utz, 200 Hudson St.,
Hoboken, N. J.

JERSEY CITY, N. J.

Jersey City is situated on the Hudson River, opposite New York, and practically a suburb of the metropolis.

It has a population of 100,063 inhabitants, and is agreeably situated and has important commercial and industrial activity. Several lines of steam ferry-boats across the Hudson River connect with New York City.

LAKEWOOD, N. J.

The location of Lakewood renders it a most convenient winter retreat for persons desirous of being within easy distance of northern cities. It is less than sixty miles south of New York, and about ten miles from the coast, and is situated in the great pine belt of the State. It is a pretty village, with churches of different denominations. Though situated in the Middle States and in a region in which the rigors of winter are more or less felt, it has within the past few years become a most popular winter resort, partly through its favored location and partly through the excellent accommodations to be secured there.

To be reached by the Pennsylvania R. R. and Central R. R. of New Jersey.

LONG BRANCH, N. J.

Long Branch stands at the head of the line of famous watering places on the upper New Jersey coast. For years it has been a favorite resort for the wealthier class, and its proximity to New York and Philadelphia has greatly enhanced its popularity. Here the gay queen of fashion rules supreme, and around her court annually gathers a circle of subjects from all quarters of the land, and for their amusement she has enlisted every conceivable auxiliary. Palatial hotels and princely villas greet the eye on every hand. Along the crest of the commanding bluff, on which the city is built, a beautiful boulevard, extends for miles with only a narrow strip of green lawn and an occasional pavilion between it and the ever-surging sea. Good inland roads also stretch back from the beach, affording excellent driving, bicycling, and horseback riding.

To the south, *Elberon*, *Deal Beach*, *Belmar*, and *Asbury Park*; to the north, *North Long Branch*, *Monmouth Beach*, *Sea Bright*, and the *Navesink Highlands*, with a pretty chain of villas connecting them, form a succession of delightful resorts unsurpassed in attractiveness in the country. Untold wealth has been lavished in the construction of handsome villas and the embellishment of the grounds surrounding them, to be reached by the Pennsylvania R. R. One of the best hotels and restaurants in Long Branch is A. Jauch's Hotel in Ocean Avenue.

JAUCH'S HOTEL and RESTAURANT

Ocean Ave. Long Branch, N. J.

Open from April 1st. to October 1st. Established for 30 Years.

First class. Nice large airy rooms on the European plan. Terms moderate.

35

A. JAUCH, Manager.

LONGPORT, N. J.

Longport is located on a narrow point of land between the Atlantic Ocean and Great Egg Harbor Bay, seven miles south of Atlantic City, with which it is connected by an electric railway. It is a pleasant

place in the very midst of a celebrated fishing region, and besides the people who live in its hotels and cottages it is visited every day by hundreds who make an outing by the electric road from Atlantic City. To be reached by the West Jersey & Seashore R. R.

NEWARK, N. J.

Nine miles west of New York, via the Pennsylvania R. R., is an interesting city with 181,830 inhabitants on the right bank of the Passaic River, 4 miles from Newark Bay.

The Court House is an imposing building in Egyptian style, the City Hall, cor. Broad and William Sts., the Custom House and Post Office, cor. Broad and Academy Sts., the building of the Mutual Benefit Life Insurance Company and some churches are noteworthy. Newark contains a free Public Library, the State Historical Society, and the Newark Academy.

Agents of the North German Lloyd:

J. M. Byrne & Co., 800 Broad St., Newark, N. J.

Martin R. Dennis Co., 774 Broad St., Newark, N. J.

J. Wilson Smyth, 744 Broad St., Newark, N. J.

NEW BRUNSWICK, N. J.

Situated at the head of navigation on the Raritan River, 32 miles from New York, and has a population of about 19,000 inhabitants.

It contains immense rubber and harness manufactures.

Rutgers College a flourishing educational establishment is located here. To be reached by the Pennsylvania R. R.

OCEAN CITY, N. J.

From a mere summer camp-meet ing site Ocean City has grown into a large and prosperous city, which is annually becoming more popular as a seaside resort. It is situated at the junction of *Great Egg Harbor Bay* and the Atlantic Ocean. To be reached by the West Jersey & Seashore R. R.

ORANGE, N. J.

A favorite suburban home of New York business men. It is a beautiful city of 19,000 inhabitants, 12 miles from N. Y., via Delaware, Lackawanna & Western R. R.

In the neighborhood is Llewellyn

Park, and a little farther West is Orange Mountain crowned by handsome residences. The drives about Orange are extremely beautiful.

PATERSON, N. J.

This busy manufacturing city with nearly 80,000 inhabitants, is situated on the right bank of the Passaic River, 17 miles from New York, via the Erie R. R. The chief article manufactured in Paterson is silk; there are not less than 30 factories for this product, woolen, linen, velvet, locomotives and other machinery are also manufactured in the place. The total out-put is estimated upwards of \$ 20,000,000. Very near the city are the Passaic Falls, the scenery in the vicinity is picturesque, the Falls are surrounded by a park.

Agents of the North German Lloyd:

Geo S. McCarter, 3 Colt St., Paterson, N. J.

F. K. McCully, Paterson, N. J.

James A. Morrisse, 289 Main St., Paterson, N. J.

PERTH AMBOY, N. J.

A town of 10,000 inhabitants which was formerly the capital of the State and a rival of New York. To be reached by the Central Railway of New Jersey.

PLAINFIELD, N. J.

This town of 11,000 inhabitants is pleasantly situated near the foot of Orange Mountain, and is reached by the Central Railway of New Jersey. Its chief industry is hat making.

PRINCETON, N. J.

50 miles from New York on the Pennsylvania R. R. the seat of the College of New Jersey, one of the oldest and most famous institutions of this kind in America, founded in 1746.

There are 35 college buildings, the most remarkable ones are Nassau Hall, Alexander Hall, Marquand Chapel, Clio Hall, Whig Hall, and a Museum of Historic Art. The Princeton Theological Seminary,

Evelyn College, and the Lawrenceville School are other well known institutions in and near Princeton.

The place has broad and thickly shaded streets and was the scene of the battle of Princeton in 1777. It has 3,000 inhabitants.

SPRING LAKE, N. J.

The environment of Spring Lake is the most charming of any point along the Jersey coast. A very striking feature — an anomaly in seaside resorts — is the wonderful blending of pastoral scenes with the ordinary beach, sand, and waves of the seashore. On one side the broad ocean beats with ceaseless energy against the little bluff; on the other, green fields, shaded groves, and blooming orchards repose in the peaceful quiet of an inland retreat. To this pleasing combination, the beautiful lake from which the place takes its name — adds an increased beauty.

Spring Lake has a number of very attractive neighbors in Sea Girt,

Point Pleasant, Bay Head, Belmar, Avon, and Asbury Park. The name of the post office is *Spring Lake Beach*.

To be reached by the, Pennsylvania R. R.

TRENTON, N. J.

The capital of New Jersey has 57,458 inhabitants, and is situated at the head of navigation on the Delaware River 57 miles from New York, via the Pennsylvania R. R.

The city is well built, the principal thoroughfares being State and Greene Sts. The State House is beautifully situated overlooking the river and vicinity; the Post Office in State St., the State Penitentiary in Federal St., the State Arsenal near the latter, and the State Lunatic Asylum are the most important of Trenton's public buildings.

Agents of the North German Lloyd:

John Krumholz, 689 Broad St.,
Trenton, N. J.

NEW MEXICO.

The first settlement was made by Juan de Oñate, who marched from Mexico in 1598 with 400 Spanish soldiers and 130 families, on the north of the Rio Chama, and bore the name of San Gabriel de los Españoles. In 1605 the present capital was founded. In 1680 the Indians drove the Spaniards from the territory, but in 1692 Gov. Diego de Vargas occupied the country with his army.

When Mexico became independent, in 1822, New Mexico was governed by Political Chiefs, who after 1835, were appointed, instead of elected. In 1837 the north rose in revolt and defeated Gov. Perez and killed him and his staff. Gen. Armijo afterwards crushed the rebellion, and remained governor till 1847, when Kearny's Army of the West occupied the Territory. New Mexico west of the Rio Grande belonged to the region ceded by Mexico to the United States in 1848; and the part east of the Rio Grande was ceded by Texas in 1850.

With great loyalty to the Government that had conquered them, the New Mexicans took up arms for the Union, in 1861.

The name, Nuevo Mexico, was given by Espejo, one of the early Spanish explorers, owing to the resemblance of the country to the mining regions of Mexico.

The Territory is equal in area to New York, Pennsylvania and Ohio combined. Mountain-ranges traverse the Territory, and give diversity to its semi-Oriental scenery. The "Rio

Grande", the Nile of the New World, flows south 356 miles through the center of New Mexico.

The yearly product of wine exceeds 240,000 gallons. The cereal crop of New Mexico is important. Beans grow profusely; the fruits are famous for their size and beauty.

The output of the mines is yearly increasing.

The United States army posts are Fort Bayard, six companies; Fort Union, five companies; Fort Wingate, five companies; Fort Stanton, three companies; and Fort Seldon, three companies. The headquarters of the military district is at Santa Fé. The garrisons include 1500 men.

ALBUQUERQUE, N. M.

The Eastern Terminus of the Atlantic and Pacific Railroad and the crossing point of the Atchison, Topeka & Santa Fé R. R. to El Paso and Mexico. The town has 5,500 inhabitants and is important as a market for hides and wool.

CLAYTON, N. M.

A small town of about 200 inh. in Colfax County near the southern edge of the Alpine Mesa. A few miles to the eastward, on one of the tributaries of the Cimarron, is a community of Mexicans, engaged in agriculture.

The Alpine Mesa is one broad treeless plain, broken only by an occasional butte. It commences at Grand Divide, at an altitude of 6,073

feet, and slopes gradually away for 50 miles to 5,000 feet altitude, near the Texas line.

FOLSOM SPRINGS, N. M.

Named for Ex-President Cleveland's wife, new town, 286 miles from Denver; elevation 6,410 feet. A charming summer resort of the Ratons.

Folsom is in Colfax County N. M. The United States Land Office for the district is located here.

LAS VEGAS, N. M.

A thriving town of 5,500 inh. on a branch of the Pecos River and important as a woolmarket. The Territorial Insane Asylum is located here. To be reached by the Atchison, Topeka & Santa Fé R. R.

LAS VEGAS HOT SPRINGS, N. M.

The A. T. & St. Fé R. R. runs a branch-line from Las Vegas to these springs located 6 miles from that town S. E. of the Santa Fé Mountains. There are about 40 hot springs similar in their effect to the Arkansas Hot Springs.

SANTA FE, N. M.

The capital of New Mexico, one of the oldest cities of the United States; it was founded by the Spaniards in 1605. The town has 6,500 inhabitants and is very interesting: American, Mexican and Indian types are living here in narrow streets. The principal point of the city is the Plaza, on which is the war monument. On one side of the

Plaza is the Governor's Palace, an old Adobé-Building, in which the Spanish, Mexican and American governors have resided for 300 years. It contains the Museum of the New Mexico Historical Society and is worth visiting for its collection of Spanish paintings, historical relics and Indian curiosities. The Cathedral "San Francisco" dates from 1622. An other church of the seventeenth century "San Miguel" was renovated in 1710. Interesting is further the old Fort Marcy, San Miguel College and the Ramona Industrial School for Indians. Among the modern buildings, the Territorial Capitol, the Court House and the Post-Office are the principal ones. Santa Fé is situated in the midst of a rich mining district and does an extensive business. A visit to the workshops of the Silver filigran-workers, on the Plaza, is instructive and interesting.

The pueblo of the Tesuque Indians lies 9 miles from Santa Fé; the Indians bring every day wood on their "burros" to the Capital.

Santa Fé is reached by the A. F. & St. Fé. R. R.

SOCORRO, N. M.

Beautifully situated in the Rio Grande Valley with a population of 2,600. The town has a stamp-mill and smelting works. It includes in the mining districts, tributary to it, many of the best known mines in New Mexico. Socorro contains the territorial School of Mines. Mining, grazing and fruit-growing are the principal industrie.

NEW YORK.

The Iroquois Confederacy of powerful Indian tribes, as the Mohawks, Oneidas, Onondagas, Cayugas and Senecas, occupied the territory from Lake Erie to the Catskills before the advent of the Europeans. This wonderful confederacy became the shield of English civilization in America, defending it with courage against the French and their Indian friends. There are still now 5,300 Indians residing on reservations in New York. Henry Hudson, who landed first in New Jersey, was also the discoverer of New York; he was an English captain in the service of the Dutch East-India Company. He ascended the Hudson to Albany, believing that it was the long sought Northwest Passage. In 1612 Amsterdam merchants sent out the "Fortune and Tiger" to trade with the Manhattan natives. In 1613 the Tiger was burnt and her crew, under Adriaen Block, passed the winter at Manhattan, in log huts, and built another vessel the Ourust, with which they returned home. Other traders erected in 1614 Fort Nassau, now Albany, and the States General of Holland issued a charter to a company of Amsterdam and Hoorn merchants, covering the region between Virginia and New France, naming it New Netherland. In May 1623 110 colonists sent out by the Dutch West-India Company on the ship New-Netherland reached Manhattan. The English laid claim to this region, because the discoverer was an Englishman, but their demands were ignored. The Walloons scattered

in groups over the country. Peter Minuit became the first governor and purchased Manhattan Island from the natives for \$ 24,—erecting New Netherland into a province of Holland. Then followed the fortification of the town, and the wars with the Indians. 1629 the order of patroons came into existence. After them Peter Stuyvesant arrived as governor; he inaugurated a despotic but wise rule. He named the capital of his colony New Amsterdam and erected fortifications along Wall Street. In 1664 a British fleet and army took possession of the town; a Dutch fleet recaptured it in 1673, but it was restored to England a few months later. Then followed a war of many years with the Frenchmen and Canadian Indians. The last French war lasted from 1754 until 1760.

On the eve of the Revolution the Sons of Liberty in New York fought the English soldiers on Golden Hill, some weeks before the Boston Massacre in 1770. The Provincial Assembly remained loyal to the King until its final adjournment in 1775. Finally Governor Tryon retreated to the warship Asia. The Indians were kept loyal to the crown by Sir William Johnson, to whom the King had granted 100,000 acres in the Mohawk Valley. In 1776 General Schuyler with 3000 militia disarmed Johnson's 300 Scottish retainers. During the same year Gen. Charles Lee occupied New York with an American force. Washington led his army of 18,000 men to defend New

York and on the 9th of July the Declaration of Independence was read on the site of the City Hall. In August an army of 30,000 British and German troops occupied the city and for seven years retained possession of it. November 25th, 1783, Sir Henry Clinton evacuated New York and Washington occupied the city with his victorious troops. The Continental Congress established the capital of the Republic at New York, and there, in 1789, President Washington was inaugurated. When the late civil war broke out, New York raised 30,000 men at the earliest call. By the close of 1862 the State had sent into the field 219,000 soldiers; and during the war New York furnished nearly 500,000 men to the National Army. In 1890 the U. S. Census gives to the State a population of 5,997,853 on an area of 49,170 square miles. Its manufactures are valued at \$ 1,080,638,700 yearly, and its farm-products at \$ 178,025,700. The popular name of the Empire State indicates the commanding position of New York "in the sisterhood of States."

ADIRONDACK, N. Y.

The Adirondack Mountains are in the northern part of New York State. They cover about 10,000 Sq. Miles, North the Canadian border, South, the Mohawk River, East, George and Champlain Lakes.

There are five mountain ranges running from SW. to NO. The principal range is on the East side. Here are the Mts. Marcy, Mc. Intyre, Haystate, Dix, Basin, Gray Peak, Skylight, Whitefare, from 5,100—5,700 ft. high. The "Adirondack Wilderness" is covered with forest, partly unexplored. At the foot of the mountains are situated more than a thousand lakes of various dimensions. The largest is *Schroon Lake*, 20 Sq. miles. The highest is the Tear of the Clouds (4,600 ft. over sea level). From the latter lake flows the *Hudson*. Many other rivers, among which the Raquette, Saranac, form communication between the lakes.

The Adirondacks are famous for

hunting and fishing. There are still pumas and bears.

The most frequented points are the Saranac and St. Regis Lake, Lake Placid, Keene Valley, Blue Mt. and Raquette Lake.

To tour the Adirondacks is expensive. Guides may be found in every place of importance; they receive \$ 3,— a day; this includes the use of their boat and cooking material; but the traveler has to pay the living of the guide. One guide is sufficient for two persons in case of a short excursion, but for larger excursions each person ought to have a guide.

The Hotels in the Adirondack are good.

The traveler must be prepared to spend about \$10,— a day on an excursion including one guide.

The principal points to enter the Adirondacks are Plattsburg, Port Kent, Westport, Herkimer, Malone Saranac port.

The following excursion is a popular one and affords a good view of the mountains.

Start from *Plattsburg*, 12 hours by railroad from New York. It is a town of 7,000 inhabitants on the West shore of *Lake Champlain*, at the entrance of the *Saranac River*. From Plattsburg to *Ausable* by rail in $1\frac{1}{2}$ hours \$1,—. From there by coach to *Wilmington* and *Lake Placid*.

From Plattsburg to *Saranac Lake* by the Chateaugay Railroad in $4\frac{1}{2}$ hours, \$3.35, passing *Cadyville*, *Dannemora*, *Johnson Mt.*, *Lyon Mt.*, to *Lake Chazy*. From Lyon Mt. coaches run to the *Upper Chateaugay Lake* (4×1 M.). From *Chateaugay Station* on the *lower Lake*, the Ogdensburg & Lake Champlain Railroad passes the Chateaugay Lakes. 54 Miles south is *Loon Lake* with Hotel, *Loon Lake Mountain* and *Long Pond*. Near *Rainbow* is *Rainbow Lake*. *Bloomingdale* is the station for *Paul Smith's*, and 73 Miles from Plattsburg, *Saranac Lake*. Paul Smith's is the name given to the *St. Regis Lake House*. A large Hotel (\$4—5 per Day) on the north shore of the *Lower St. Regis Lake*.

From Paul Smith's the following

tour is frequently made and affords the traveler a fine impression of the Adirondacks. The tour is 40—45 Miles long, time: Three days. The best is, to take guides and boats for the whole trip. It must be expressly mentioned to the guide to take the "Seven Carry Route", not the "Big Clear Route".

From Paul Smith's by boat over the *Lower St. Regis Lake*, then by boat to the *Spitfire Pond* and *Upper St. Regis Lake*; traversing the St. Regis to the South-End. West the *St. Regis Mountain* (3,100' ft.). Here the Carry begins to *Clear Lake* ("Big Clear"); on the north shore the *Big Clear Pond Hotel* (\$3.—). From the South end a 4 Miles Carry runs to the *Saranac Inn*.

The Seven Carry Route, goes over six short carries and six small lakes to *Little Clear Pond*; 2 Miles from *Saranac Inn*, \$4.—; at the North End of the Upper Saranac Lake, about two miles from Saranac Inn Station of the Adirondacks St. Lawrence Railroad.

The *Upper Saranac Lake* is one of the largest lakes in the Adirondacks and contains many small islands; the lake is surrounded by forests and mountains. A small steamer tours the lake; \$1.— touching *Sweeny Carry*, *Indian Carry*, and *Saranac's Club*. A short carry runs from here to the "*Middle Saranac Lake*" or Round Lake. South East is the Ampersand Mt. (3660 f.) with beautiful view. At the North East End of the lake the boat enters a small river, to the *Lower Saranac Lake*. 5 Miles long and 1 mile wide, surrounded by mountains and dotted with islands. N. E. is *Saranac Lake Village* with good hotels in the village and on the lake.

Keene Valley extending from *Keene Village* about 8 miles to the south is full of scenic beauties. It is crossed by the east arm of the Ausable river and is surrounded by two mountain chains. On the east the highest peaks are *Hopkins Peak*, *The Giant of the Valley* and *Noon Mark*; The west chain contains *Mt. Porter*, *Twin Mts.* and *Wolf's Jaws*. Many hotels

are located in the Valley. Among them *St. Huberts Inn* (\$ 3—4) splendidly situated and conducted on the highest standard. From here may be easily reached *Ausable Lakes* located in the *Adirondack Mountain Reserve* belonging to a New-York concern. A fine road runs to *Lower Ausable Lake* surrounded by high mountains, among them *Indian Face*, *Gothics* and *Mt. Resegonia* or *Saw-teeth*. By boat to *Rainbow Falls*, a water fall of about 100 feet. From this lake a good trail runs to the *Upper Ausable Lake* equally brilliantly located and surrounded by high mountains. On the boarder of the lake are camps belonging to the guides (25 cents per night and person). Around the lake are the *Boreas Range*, *Mts. Colvin*, *Resegonia*, *Gothics*, *Saddleback*, *Bartlett*, *Haystack* and *Skylight*. From there a trail runs east over the Boreas Mt. Range to *Elk Lake*. From here a road to Schroon River Post Office. In immediate vicinity of St. Huberts Inn are the *Russell Falls*, *The Roaring Brook Falls*, *Chapel Pond*, *Giants Wash-bowl*, *Round Pond*, *Boquet Falls*, *Cathedral Rocks*, *Chapel Brook*. Picturesque mountain excursions can be made to *Noon Mark* (3,800 f.), *Mt. Colvin* (4,400 f.), *Giant of the Valley* (4,800 f.), *Hopkins Peak* (3,300 f.), *Mt. Baxter* (2,800 f.), *Gothics* (5,100 f.), *Mt. Marcy* or *Tahawas* is the highest Peak of the Adirondacks (5,700 f.) a difficult excursion of two days, only with guides.

On the Northside of Mt. Mc Intyre, five miles from the road, is a comfortable Hotel "Adirondack Lodge" \$ 4.— p. d. In front of the house is *Clear Lake*. From here only, trails run to different points of interest; as to *Avalanche Lake*, *Mt. Jo*, *Mt. Mc Intyre* (5,550 f.), *Indian Pass*, a splendid valley between Mt. Mc Intyre and *Mt. Wallface*, *Lake Henderson* and *Lake Sanford*.

An other center for excursionists is Saratoga (s. p. 279). From here by the Adirondack Railway in 2½ hours passing *Woodland Park*, *Jessup's Landing*, to Hadley, crossing the *Sacandaga River*. Hadley is the station to *Luzerne* on the *Lake of Luzerne*. Nearby the *Potash Mts.*;

from *Riverside* coaches to *Schroon Lake* (10 Miles $\times \frac{1}{2}$ mile), where good hotels will be found. 59 miles from Saratoga is *North Creek* (good Hotel); from here, fine excursion to *Blue Mountain Lake* by coach at the foot of *Blue Mt.* (4,000 f.). From *Blue Mountain Lake* by steamer to *Raquette Lake* interesting excursion over the *Blue Mountain Lake*, through a short canal and *Eagle Lake*, hence over the *Utowana Lake*; from here over a short carry, to *Marion River* and by boat to *Raquette Lake* 10 Miles $\times \frac{1}{2}$ M. Famous hotels on this lake are *The Antlers* \$3 $\frac{1}{2}$ and *The Hemlocks* \$3. — Southwest from *Raquette Lake* are the *Fulton Chain of Lakes*; eight lakes. From *Raquette Lake* over a short carry to *Forked Lake* and from here to *Long Lake*, 14 Miles $\times 1$ M. On the southend *Mt. Sabattis* and *Owl's Head*.

Herkimer is the next railway station. From here by the Adirondack & St. Lawrence Railway to *Trenton Falls*, *West Canada Creek*, *Renssen*, *Mc Keever*, crossing the *Moose River*, passing the *Fulton Lakes*, to *Tupper Lake Junction*, the terminus of the Ry. *Tupper Lake* is 7 Miles \times 3 Miles (*Tupper Lake House* \$3,—). From here by boat and carries to *Round Pond* and hence by carry to *Little Tupper Lake* (4 M. \times 1 M.). By railway 173 miles from *Herkimer* is *Malone* a village of 5,000 inhabitants.

From *Saranac Lake* by coach to *Lake Placid*, 10 Miles distanc (\$1 $\frac{1}{2}$). *Saranac Lake Village* is the terminal of the *Chatantay Railroad*; by which the tourist returns to *Paul Smith's*.

Port Kent on the West of *Lake Champlain* is 11 hours by rail from New York; price \$7,80.

From here by railroad to *Ausable Chasm*. (Lake view House \$3.) This is a wonderful formation of rocks, which no tourist should miss seeing. The *Ausable River* storms here through a gorge of rocks 150 ft. high.

Westport is a village of 700 inhabitants West of *Lake Champlain* 25 Miles. South of *Port Kent*. From New York by rail 10 hours.

From here excursions should be

made by coach to *Elizabethtown* (9 miles) on the *Boquet River* in *Pleasant Valley*. Hotels; *Mansion Hotel* \$2 $\frac{1}{2}$. *Maplewood Inn* \$2. — From *Elizabethtown*, excursions to *Robble Hill*, *Raven Hill*, *Hurricane Mt.* (4,000 f.). South passing *Split Rock Falls*, *Euba Mills*, *Schroon River* to *Schroon Lake*, 32 miles. North, a road leads to *Keeseville* passing *Poke o' Moonshine Mt.* and *Augur Lake*.

The road from *Elizabeth Town* to *Lake Placid* goes throught the most interesting part of the Adirondacks. From this road others branch off to *Keene Valley* and *Adirondack Lodge*.

Lake Placid, 4 \times 2 Miles, is surrounded by mountains; covered with hotels and residences. Three islands are in the lake; Hawk, Moose and Buck Island. From here, excursions to *Whiteface Mt.* (5,100 f.) with fine view. And to *John Brown's Farm*, 3 Miles from *Lake Placid*.

ALBANY, N. Y.

The Capital of N. Y. State can be reached from New York by the N. Y. Cen. & Hud. Riv. R. R., running along the E. bank of the Hudson, or the West Shore R. R., running on the west side of the river, or by boat. The city is situated on three hills on the W. bank of the Hudson, some miles below the head of tide-water. It was made the State Capital in 1798 since which time its population has increased from 5,000 to 85,000. As a terminus of the great Erie Canal from the W. and the Champlain Canal from the N., and from its position at the head of navigation on the Hudson, and as an important railway center Albany commands large commercial interests. The principal attraction is the New Capitol; it is of Maine granite in renaissance style, and stands on elevated ground, affording a superb view. It is 300 ft. wide and 390 ft. long, and the main tower is 390 ft. high. The magnificent eastern approach extends 170 ft. beyond the main building, and is exactly at the head of lower State St. The Capitol is now occupied

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by the Legislature of the State. It contains also the State Library of 190,000 volumes, and an interesting collection of portraits and historical relics. The offices of the University of the State of New York are also in the Capitol. Another splendid building is the City Hall, situated in Eagle St. In S. Pearl St., is the City Building which contains various offices of the city government; U. S. Government Building is a handsome edifice. The State Armory is in Washington Ave. The State Geological and Agricultural Hall contains collections of the New York State Museum and the Agricultural Society. The Medical College cor. Eagle and Jay Sts., possesses a valuable Museum. The Law School of the Albany University is in State St. A point of great interest is the Dudley Observatory, it stands on an elevation above Lake Ave, and was founded by Mrs. Blandina Dudley. The Penitentiary stands one mile W. of the city, near the poor houses. The leading schools are the State Normal School on Washington Park, the Female Academy, Albany Academy for boy's and the High School. The city possesses more than 50 churches, the most noteworthy is the Cathedral of the Immaculate Conception, the Cathedral has a seating capacity of 4,000 people, and has very rich stained glass windows, and a remarkably fine altar.

The principal streets are Broadway, which is near the river and the chief

wholesale business thoroughfare; Pearl St., with the principal retail stores, and State St., which leads from the river to the Capitol Square and extends for a mile farther.

Washington Park is in the northern part of the city and contains a beautiful Memorial Fountain, a bronze statue of Robert Burns, and a bust of Dr. James H. Armsby. On the S. side of the city is Beaver Park. An interesting relic of the early days of Albany is the old Schuyler House in Schuyler St., it was burned down in 1759, but immediately rebuilt. Colonel Peter Schuyler, the first mayor of Albany, resided in this house.

A very good hotel is the Delavan. The famous Jeweler F. W. Hoffman has his splendid store corner North Pearl and Columbia Streets.

Agents of the North German Lloyd:

Wm. Kaestner, 114 State St., Albany N. Y.

Miles W. Vosburgh, 645 Broadway, Albany N. Y.

ALBION, N. Y.

31 miles from Rochester, an attractive village of 5,000 inhabitants, and contains a noteworthy Soldiers' Monument, and a Court-House.

Reached by the, N. Y. Cen. & Hud. Riv. R. R.

THE DELAVAN

E. M. MOORE, Manager.



S. D. WYATT & Co., Prop'rs.

ALBANY, N.Y.

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Free bus to trains and boat.

Nearest Hotel to N.Y.C. Station.

AMERICAN PLAN \$ 2.50 Per Day and upwards.

* ROOMS, EUROPEAN PLAN if Desired.

Street Cars to Capitol and all parts of the City pass the Hotel.

ALEXANDRIA BAY (THE THOUSAND ISLANDS), N. Y.

At the point where the St. Lawrence River receives into its broad channel the waters of Lake Ontario, is the collection of sylvan gems and labyrinth of water courses, known as the Thousand Islands.

There are in reality some seventeen hundred of these islets, varying in size, shape, and appearance from a small lump of barren rock to a large and fertile area of land crowned with richest foliage and lofty trees, and ornamented with beautiful summer residences or left in their primeval rudeness. The picture of these beautiful islands, varying in color from the gray of the bare rock to the deep green of luxuriant forest, separated and surrounded by sinuous channels of calm or rushing water, is extremely pretty. Every islet and dancing ripple pulsates with the spirit of true poetry.

Undoubtedly the most numerous resorts located in this famous archipelago, as well as one of the most fashionable watering places in America is Alexandria Bay, fittingly termed the "Saratoga of the St. Lawrence." It numbers among its frequenters some of the wealthiest and best-known men of the United States. The adjacent islands are dotted with cottages in all sorts of picturesque surroundings. No one visiting the Thousand Islands should fail to take what is called the Fifty-mile Ramble on the steamer "Islander". No experience could be more delightful.

Starting comfortably after the evening meal you make the tour of thirteen hundred islands in the soft glow of the evening twilight, and are safely back at the hotel at a seasonable hour.

To be reached by the Pennsylvania R. R. and New York Cen. & Hud. Riv. R. R. Thousand Island House was built in 1873 by the present proprietor O. G. Staples, and has enjoyed phenomenal prosperity ever since. Last year many improvements were added and the entire place renovated. Modern plumbing installed and many other

improvements too numerous to mention.

The table and service are the best that money will procure and general satisfaction and praise has been the reward of faithful attention to the desires of the patrons of the house.

Rates \$21,— per week and upward according to rooms, open from June to October.

AMSTERDAM, N. Y.

A town of 17,000 inhabitants, situated in rich farming country, 33 miles from Albany. Reached by the, N. Y. Cen. & Hud. Riv. R. R.

AUBURN, N. Y.

Auburn is situated at the foot of Owasco Lake, at an elevation of about seven hundred feet above sea-level. It is a handsomely-built little city of about thirty thousand inhabitants, with well-paved and beautifully-shaded streets.

Close at hand are three other beautiful lakes, Cayuga, Skaneateles, and Seneca, all delightful places of summer resorts.

To be reached by the New York Cen. & Hud. Riv. R. R.

BABLON, LONG ISLAND, N. Y.

Situated only thirty-seven miles from New York, Bablon is well known as a centre of culture and refinement. There are hotels maintained in true metropolitan style, as well as less pretentious houses for those who prefer a quiet life.

Thus, whilst in the midst of the boating and yachting, bathing and fishing district of the Great South Bay, one enjoys, at limited cost, all the accommodations and conveniences of city life.

To be reached by the Long Island R. R.

BALLSTON SPEA, N. Y.

A village of 3,000 inhabitants, situated on the Kayaderosseras Creek; it contains several factories. The place is noted for its mineral springs, and is a fashionable resort. 175 miles from New York, by the N. Y. Cen. & Hud. Riv. R. R. or the West Shore R. R.

BATAVIA, N. Y.

A village of 7,221 inhabitants, on the N. Y. Cen. & Hud. Riv. R. R. It is noteworthy as the site of the State Institution for the Blind.

BINGHAMTON, N. Y.

With a population of 35,000 is an iron and coal handling railway center. Pleasantly situated in an angle formed by the confluence of the Susquehanna and Chenango Rivers. The principal buildings are the Court House on Court St., the New York State Military Store-House, the Susquehanna Orphan Asylum, and St. Mary Orphan Asylum. Binghamton possesses several fine churches.

The Asylum for the Chronic Insane is on a commanding eminence, a mile from the city connected by street cars. Binghamton is noted for its manufacture of cigars, and leather interest.

Nearby on Mt. Prospect is a popular Water-Cure Hotel.

Binghamton is 213 miles from New York, via the Erie R. R.

BRIDGEHAMPTON, Long Island, N. Y.

The Hamptons, comprising Westhampton, Southhampton, Bridgehampton, and Easthampton, are all directly on the Atlantic coast, with a view seaward limited only by the capacity of the eye.

With Peconic Bay on the north, and Shinnecock Bay, East Bay, Mecock Bay, and the Atlantic Ocean on the south, the temperature of "The Hamptons" is ever cool and refreshing, the atmosphere always invigorating. The surf bathing and boating are excellent.

To be reached by the Long Island R. R.

BROCKPORT, N. Y.

With 4,000 inhabitants, is situated on the Erie Canal, 70 miles from Rochester. It is the seat of the State Normal School, in a splendid building.

BUFFALO, N. Y.

Is situated at the mouth of Buffalo River, and head of Niagara River,

at the east end of Lake Erie, possessing the largest and finest harbor on the Lake. It has 256,000 inhabitants. The city is well built; the principal streets are Main, Niagara, Seneca, Broadway, North Linwood and Delaware Avenues, they are bordered with shade trees the same as the public squares, of which Niagara, Lafayette, Franklin Squares are in the busiest section of the city. Lafayette Square contains a Soldiers Monument.

The noteworthy public buildings are the Custom House, Post Office at the cor. of Washington and Seneca Sts., the Board of Trade Building in Seneca St., the State Arsenal in Broadway, the Erie County Penitentiary, and the General Hospital. The City and County Hall is a splendid granite edifice fronting on Franklin Square. Prominent church buildings are the Roman Catholic, St. Joseph's Cathedral in Franklin St., and the Episcopal St. Paul's in Pearl St., and Trinity in Delaware Ave.

The most prominent educational institutions are the Medical College of the University of Buffalo in Main St., Canisius College in Washington St., the Buffalo Law School, St. Joseph College, St. Mary's Academy and the State Normal School, in Jersey St. The Buffalo Library with 77,000 volumes, the Buffalo Historical Society, the Buffalo Fine Arts Academy, and the Society of Natural Sciences are all in an imposing structure on Lafayette Square. In the same square is also Grosvenor Library, containing 35,000 volumes chiefly important books not easy to be found else where. The principal places of amusement are the Music Hall in Main St., Star Theatre in Mohawk and Pearl Sts., the Academy of Music in Main St., Corinne's Lyceum in Washington St., and the Court Street Theatre.

The State Insane Asylum in Forest Ave. adjoins the Buffalo Park, visitors are admitted every Thursday, Buffalo possesses a superb Public Park; the land embraces about 512 acres and is divided into three plots situated in the western, northern, and eastern part of the city, with

J. A. ATHIS, SAMPLE ROOM

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BUFFALO.

broad Boulevards forming a continuous drive of over 10 miles.

The Forest Lawn Cemetery, bounded on two sides by the park, contains some fine monuments, and near the entrance is the elaborate Crematory erected in 1883. In the northern part of Buffalo, at Black Rock, the magnificent International Bridge crosses the Niagara River; the bridge was completed in 1873 at a cost of \$1,000,000,

Buffalo is by its situation an important manufacturing and railroad center, it is a terminus of the Erie Canal, New York Central R. R., the Erie R. R., the West Shore R. R., the Delaware, Lackawanna & Western R. R., the Lehigh & Valley R. R., and Michigan Central.

The city has a water-front of several miles upon the lake and rivers. The chief manufactures are starch, soap, lumber, iron, tin, brass, and copper ware. Buffalo possesses several large breweries, and the cattle and coal interests have developed rapidly. A portion of the river front is a bold bluff called the Front, it affords fine views of the river, lake, and city. Several companies of U. S. Infantry are stationed here in barracks.

Agents of the North German Lloyd:
German Bank, 447 Main St.,
Buffalo N. Y.

H. T. Jaeger, 309 Main St.,
Buffalo N. Y.

J. W. Klauck, 64 Exchange St.,
cor. Elliott St., Buffalo N. Y.

H. A. Thomas, City Office N. Y.
Cent Buffalo N. Y.

CANANDAIGUA, N. Y.

A pretty town of 8,000 inhabitants, at the N. end of Canandaigua Lake. It is the northern terminus of the Northern Central R. R. of the Pennsylvania system, 28 miles from Rochester. Canandaigua Lake is very long and narrow and deep,

bordered by numerous vine-yards. It is visited much in summer. To be reached from New York, by the N. Y. C. & Hud. Riv. R. R.

CATSKILL, N. Y.

The village occupies an elevated and picturesque site, at the mouth of Catskill Creek, and has 5,000 inhabitants.

To be reached by the West Shore R. R. The scenery in the neighborhood is very pleasing.

CATSKILL MOUNTAINS, N. Y.

When Rip Van Winkle awoke from his long slumber and cast his eyes about him, they fell upon mountains and valleys which were destined in later years to become among the most noted of America's summer retreats.

It is true; fashion and wealth have invaded these mountains fastnesses, and erected palatial hotels and handsome chateaux, where summer idlers pass their leisure hours; but they have respected the primeval forest and their pristine beauty, and there still remain the quiet roads, the sparkling streams, and the cloud-capped peaks which were the familiar companions of Irving's heroes.

It is eminently a land of song and story, a region whose legends, immortalized by America's finest storyteller, will live to give pleasure to young and old as long as the mountains stand and the lordly Hudson rolls on to the sea by their feet.

As a summering point the Catskills are growing more in favor every season. Increased accommodations for the host of visitors are made each year, and the region now contains some of the finest and largest hotels in the land.

Apart from these there is a large number of smaller places, as well as isolated country homes, suited to the tastes and purses of every one. To be reached by the Day Line Steamers, or the West Shore R. R.

CHAUTAUQUA, POINT CHAUTAUQUA, OR CELORON, N. Y.

The town of Chautauqua is situated on the gently-sloping shores of the lake, filled and surrounded with beautiful trees and groves.

The atmosphere never becomes heated; cool and invigorating breezes ever blow; and among its groves and along the lakeside are scattered over five hundred beautiful villas where summer visitors live and enjoy the pervading sweetness of the place. Fireworks, illuminations, and band concerts are among the treats provided, while those who court outdoor sports, will find tennis, rowing, sailing, bathing, and fishing to their satisfaction. The shores of the lake are in high favor as camping grounds for summer parties.

Chautauqua Lake is situated in the centre of Chautauqua County, at the western extremity of the State of New York. It is thirteen hundred feet above the sea, seven hundred feet above Lake Erie, and less than three miles distant, and is claimed to be the most elevated body of navigable water on the continent.

To be reached by the Western New York & Pennsylvania R. R.

CLIFTON SPRINGS, N. Y.

Clifton Springs are well known throughout the country through the fame of their waters, which have proven efficacious in many seemingly hopeless cases. Here is located the celebrated Clifton Springs Sanitarium, whose accommodations for visitors are all modern and of the most comfortable description.

Clifton is situated in Ontario County, eleven miles from Canandaigua, and about thirteen miles from Geneva.

It is within easy reach of Seneca Lake, Watkins Glen, and other pleasant places of this region.

To be reached by the Pennsylvania R. R. and New York Central & Hud. Riv. R. R.

COOPERSTOWN, N. Y.

Situated at the S. end of Otsego Lake, with a population of 2,657. The situation of the village renders

it a charming summer resort. Cooperstown was the home of the novelist, J. Fenimore Cooper. The site of the old Cooper mansion (burned in 1854) is still pointed out; the Tomb of Cooper is near Christ Church, which also contains handsome memorial windows. A mile from the village is Lakewood Cemetery containing the Cooper Monument, made of Italian marble, 25 ft. high, and surmounted by a statue of Leather-Stocking. On the W. shore of the lake, 2 miles from the village, is Hannahs Hill (so called after Cooper's daughter). Mt. Vision, 2 miles from the village, commands a fine view of the lake and adjacent country.

CORNING, N. Y.

A thriving manufacturing town of 9,000 inhabitants. On the Chemung River. It is situated 291 miles from New York, by the Erie R. R., and is an important railroad center.

CORTLAND, N. Y.

A thriving town of 8,000 inhabitants, the seat of the State Normal School.

To be reached by the Erie R. R.

DANSVILLE, N. Y.

This most flourishing village is situated in Livingston County, in the well-known Genesee Valley, celebrated for its salubrious climate.

Numerous glens, cascades, lakelets, and brooks surround the village, making it a very popular summer resort for those who would rest and free themselves from the excitement of fashionable watering places. It is also the site of the Dansville Sanitarium, which is one of the best appointed health institutions in America. To be reached by the Pennsylvania R. R. and Delaware, Lackawanna & Western R. R.

DUNKIRK, N. Y.

A town 9,500 inhabitants, on Lake Erie, 460 miles from New York. It is an important railroad junction, and has a safe harbor protection by a breakwater. Dunkirk has important trade and manufactures. Reached from New York by the Erie R. R.

ELMIRA, N. Y.

A city of 30,000 inhabitants, 274 miles from New York, by the Erie R. R. It has extensive manufacturing interests, among which, the most prominent are the Elmira Iron and Steel Rolling-Mills; the engine works of B. W. Payne & Sons, and the car-shops of the R. R. The principal thoroughfare is Water St. Noteworthy buildings are the Court-House, and the Elmira Female College; the State Reformatory, and the Southern Tier Orphan's Home are located here. E. of the city is the Elmira Water-Cure. The city is situated on the Chemung River.

FISHER'S ISLAND, N. Y.

Fisher's Island is situated in the Atlantic Ocean, just east of Long Island Sound, and eight miles from New London, Conn., accessible by steamer three or four times a day. Its growing popularity is attributed to its cool breezes, the splendid sea prospect, its healthfulness and the excellent fishing and sailing which the surrounding waters afford. There are three hotels, besides boarding houses and cottages, where visitors can always find accommodations.

FISHKILL, N. Y.

A pretty village with a population of 4,000 on the Hudson, opposite Newburg, with which it is connected by ferry.

GENEVA, N. Y.

At the outlet of beautiful Lake Seneca, surrounded by fertile farms and vineyards, is Geneva, a city of ten thousand inhabitants.

Here was the principal seat of the brave Senecas, and many evidences of Indian occupation still remain, including a cemetery not yet disturbed by farmer's plow.

Seneca Lake, thirty-six miles long and two miles wide, encompassed by sloping hills, is one of the largest and most beautiful lakes in New York State. The Geneva Lithia Springs have a world-wide reputation.

GLEN COVE, N. Y.

A highly popular summer resort, to be reached from New York, by steamer or by the Long Island R. R.

GLEN FALLS, N. Y.

This beautiful village, situated near a picturesque fall of the Hudson River, is intimately associated with recollections of Uncas, the last of the Mohicans, and Hawkeye, so graphically portrayed in Cooper's romance. It was also the scene of a decisive battle between the French and English in 1755.

HAVERSTRAW, N. Y.

170 miles from New York, via West Shore R. R., with a population of 5,170, on Haverstraw Bay. It has extensive brick-works. Nearby are the Ramapo Hills, affording picturesque scenery.

HOMER, N. Y.

A prosperous village of 4,000 inhabitants, situated near the Little York Lakes. Reached by the Pennsylvania R. R., and Delaware, Lackawanna & Western R. R.

HORNELLSVILLE, N. Y.

An important railroad center, with 11,000 inhabitants. To be reached by the Erie Railroad. 332 miles from New York.

HUDSON, N. Y.

A thriving town on the E. side of the Hudson River, with a population of 10,000. 5 miles from Hudson are the Columbia Springs; Prospect Hill, 500 ft. high, is near the city. From here fine view of the Catskills. To be reached by steam-boat, or by the N. Y. Cen. & Hud. Riv. R. R.

ITHACA, N. Y.

One of the most beautiful cities in the State, situated at the head of Cayuga Lake, and has a population of 11,000.

The buildings of Cornell University, on the hills E. of the village, 400 ft. above the lake, are worth a

visit. The institution was founded in 1865. Its libraries contain 186,680 volumes.

In the vicinity of the village there are no less than 15 cascades and waterfalls, varying from 30 to 160 ft. in height.

Ithaca Fall, 150 ft. broad and 160 ft. high is about a mile distant, in Ithaca Gorge, and is said to contain within the space of a mile more waterfalls than any place in America.

To be reached by the N. Y. Cen. & Hud. Riv. R. R.

JAMESTOWN, N. Y.

A city of 16,000 inhabitants. Reached by the Erie system.

A popular summer resort, on Chautauqua Lake, and has a handsome Opera House.

KINGSTON, N. Y.

Is situated on the W. shore of the Hudson, 89 miles from New York. It has 21,000 inhabitants, and is a point of departure for the Catskill Mountains. Opposite Kingston, is Rhinecliff; in Rhinecliff is the Beekman House, nearly 500 years old, an excellent specimen of an old Dutch Homestead. Kingston may be reached by the following routes: N. Y. Cen. & Hud. Riv. R. R., to Rhinecliff, crossing the river by ferry; by the West Shore R. R., and by steamer.

LAKE GEORGE (CALDWELL), N. Y.

Lake George has long been one of the most popular resorts with the elite of America. It is undoubtedly the handsomest as well as the most celebrated of the many beautiful lakes of this country, and has often been called the "American Como". In addition to its own superior beauty, and romantic associations, it was the scene of many fierce actions during the French and Indian Revolutionary Wars, as well as many bloody encounters between the early settlers and the Indians.

Caldwell is the distributing point for tourists on Lake George, and "The Sagamore" the capital, where representative people congregate from all parts of the earth.

A steamer runs to Baldwin, at the north end of the lake, through some of the most beautiful scenery in the world. The number of islands in Lake George is popularly supposed to correspond with the number of days in the year. On many of these islands are pretty cottages, and along the shores of the lake are scattered hotels.

A cable road from Caldwell to the summit of Prospect Mountain has recently been completed and affords an elegant view of the surrounding country.

This peerless lake is thirty-five miles long and in some places four miles wide.

To be reached by the New York Central & Hud. Riv. R. R.

LAKE MINNEWASKA, N. Y.

This charming settlement is located on the summit of the Shawangunk Mountains, ten miles southwest of New Paltz.

The lake is much larger than Mohonk, and is surrounded by the same extraordinary bluffs and masses of tumbled rocks.

Lake Minnewaska is noticeable for the magnificent broken bluffs at its eastern borders. They are sufficiently high to possess decided grandeur, and are remarkably varied in outline. The accommodations at the lake are the best. To be reached by the West Shore R. R.

LAKE MOHONK, N. Y.

At an altitude of twelve hundred feet above the Hudson, in a deep rocky recess of the mountain, lies Lake Mohonk, one of the most delightful of highland lakes. It is about three-quarters of a mile long, deep, clear, and surrounded by headlong precipices. The whole mountain is a vast tumble of rock, piled in fantastic confusion and seamed with deep ravines and dark chasms. Thick clumps of laurel and pine relieve the grey monotony and render the mountain side a picture of rugged beauty.

From the summit of the mountain may be traced the winding course of the Hudson and the distant line

of the Green Mountains, and for fifty miles the western horizon is lined with piled-up walls of azure.

To be reached by the West Shore R. R.

LANSINGBURG, N. Y.

A thriving manufacturing town of 11,000 inhabitants, on the Hudson River. To be reached by the Delaware & Hudson R. R.

LIBERTY, N. Y.

One of the most popular summer resorts in New York State, situated fifteen hundred and seventy-eight feet above tide water, in the valley of the Middle Mongaup. The high altitude, with its cool, health-imparting breezes, combine to make Liberty very desirable as a summer home.

To be reached by the New York, Ontario & Western R. R.

LITTLE FALLS, N. Y.

A place of 9,000 inhabitants, and remarkable for the bold passage of the Mohawk River and Canal, through a very picturesque defile. The river falls at this point 45 ft. and affords good water-power for manufactures. To be reached by the N. Y. Cen. & Hud Riv. R. R., 73 miles from Albany.

LOCKPORT, N. Y.

Situated at the point where the Erie Canal descends by ten double locks from the level of Lake Erie to the Genesee level. By means of these locks an enormous water-power is obtained, utilized by the factories and flour-mills. The city has 16,000 inhabitants, and is famous for its lime-stone quarries. Reached by the N. Y. Central R. R.

LYONS, N. Y.

A pretty town of 6,000 inhabitants. And the capital of Wayne County. To be reached by the N. Y. Central R. R.

MALONE, N. Y.

A thriving town of 5,000 inhabitants. 173 miles from Herkimer via the Adirondack & St. Lawrence

R. R. It is also a station of the Central Vermont R. R.

MASSENA SPRINGS, N. Y.

The springs are situated on Raquette River, one mile from the village of Massena, just on the borderland of the great Adirondack region, so dear to the heart of every lover of sport, and so attractive to the worshiper of nature. Even in aboriginal days the Indians observed the peculiar qualities of the water, which was much sought after by deer and moose on account of its saline impregnations, and when the earth around the springs became trodden into mire it gave out a sulphurous smell, whereupon the unsentimental red men gave it a jaw-breaking name, answering in English to "the-place-where-the-mud-smells-badly."

The surroundings are rich in beautiful scenery.

To be reached by the New York, Central & Hud. Riv. R. R.

MEDINA, N. Y.

41 miles from Rochester, by the N. Y. Central Railroad; a town of 4,000 inhabitants. Noted for its quarries of Red sand-stone.

MIDDLETOWN, N. Y.

A flourishing town with a population of 12,000, 73 miles from New York, at the junction of the Erie R. R., and the N. Y. Susquehanna & Western R. R. and the N. Y., Ont. & W. R. R. It is the seat of the Homoeopathic State Insane Asylum, where are also several iron and woolen manufactures.

NEWBURG, N. Y.

This city of 23,000 inhabitants is situated on the N. shore of the Hudson; the river forms here a broad expanse called Newburg Bay. Newburg is of historical interest. During the Revolution it was the theatre of many important events. Washington's Headquarters an old mansion, S. of the city, is still preserved as a museum of historical relics.

To be reached either by steamer, or by the New York Central & Hudson River R. R.

International Hotel

Niagara Falls, N. Y.

19

The Largest and Best Hotel at Niagara Falls

June to November. Rates Doll. 3,50 to Doll. 5,00.

THE NEAREST HOTEL to the Great Cataract. From its rooms and broad piazzas unequaled views of the Rapids, Islands and Falls may be had. Open from June to November. The prices are moderate and definite.

Accommodation for 600. From a sanitary standpoint NIAGARA FALLS is one of the healthiest spots in America. The quantity of ozone in the air, owing to its constant renewal and agitation, is exceptionally large. It has never been visited by an epidemic. It is one of the most favorable spots for children in summer in the world. Special rates for families.

For terms and further information Address
International Hotel Co.,

NEW YORK CITY
see page 284.

NIAGARA FALLS.

Can be reached by different railroads. One of the best ways is by the New York Central to Buffalo and Michigan Central from there to

FALLS VIEW.

Where the Michigan Central trains reach the Niagara River and stop five minutes for passengers to disembark and enjoy from the elevated station the magnificent view. The station is some hundred and fifty feet above and directly overlooking Queen Victoria Park and the Horseshoe Fall.

NIAGARA FALLS, Ontario.

A short distance north of Falls View. A steep paved street leads down from the station to the Clifton House (300) finely located on the bluff opposite the American Fall, and in front of the main entrance to Queen Victoria Niagara Falls Park.

Directly past the Falls and through the Park, runs the electric line of the Niagara Falls Park and River Ry., extending along the river bank from Chippawa to Queenston, and affording from its open cars beautiful views of the upper rapids and falls, the whirlpool, the lower gorge and outlet of the river. The magnificent panorama from Queenston heights is one of remarkable beauty. The line is 13 miles long, and the rate from Chippewa to Queenston 40 cents, or 75 cents for the round trip.

Clifton, two miles down the river, is at the end of the steel cantaliver bridge of the M. C. The Cantaliver Bridge is 910 feet in length, and nearly 250 feet above the water. In crossing it, the passenger has a fine view of the falls upon one side, and the whirlpool rapids on the other. These rapids are reached at the water edge, on both sides of the river, by means of elevators on the face of the cliff; but the view from the American side is considered the finest. A mile below Clifton is the whirlpool, where the river near its ancient outlet has cut a new channel

Niagara Falls, N. Y.

HARVEY HOUSE

Cor. Third and Falls Street

NIAGARA FALLS, N.Y.

2

STRICTLY FIRST CLASS

Rates \$2 Per Day—Free Bus.

One Minute Walk From All Depots.

John Maloney, Prop.

through the rock at right angles to its former course.

Suspension Bridge is at the American end of the cantaliver.

Niagara Falls New York, is two miles south of Suspension Bridge. This however, includes Suspension Bridge, and contains numerous manufactories, fine residences and great hotels. Here too, is the State Reservation, by means of which the State of New York has freed from the greed of private gain and restored to their natural beauty the shores and islands of the river. Goat Island, the Sister Island, and Luna-Island are delightful loitering places, and afford beautiful and varied views of the rapids and the falls.

It is from Goat Island, that the tourist crosses over to Luna Island and descends the spiral staircase leading to the Cave of the Winds; while from the opposite angle he descends to Terrapin Rocks, where formerly stood the old tower.

Recrossing to the main line, by the bridge over the American rapids, you find in the State Reserva-

tion an inclined railway that takes you to the foot of the American fall. Near by is the dock of the Maid of the Mist, a staunch little boat that struggles against the mighty current, past the front of the American fall and rocky palisade of Goat Island, into the surging vortex below the great Horseshoe, where she turns and flies down stream to her harbor at the foot of the cliff, on Canada side.

A little way below the boat landing, on the American side, is the outlet of the great tunnel, twenty-nine feet wide by eighteen feet in height, forming a part of the greatest piece of hydraulic engineering in the world. The tunnel is cut through the solid rock, at a depth of 200 feet below the city, from a point a mile and a quarter above the falls, where the intake diverts into the shaft but an inappreciable portion of the river, which yet produces, through the great turbine wheels, the largest ever constructed, fifteen thousand horse-power, and the facilities are being rapidly developed to bring this force up to a hundred

TEMPERANCE HOUSE

H. HUBBS, Prop.

Terms per Day, \$ 1.50 and \$ 2.00.

SECOND STREET, opp. N.Y.C. Depot

NIAGARA FALLS, N.Y.

UNITED STATES HOTEL

NIAGARA FALLS, N.Y.

Cor. Falls and Second Sts.

DIRECTLY OPPOSITE NEW YORK CENTRAL DEPOT. TERMS: \$2.00 PER DAY.

4 French and German spoken.

AUG. RICKERT, Proprietor.

thousand horse-power. This giving a wonderful impetus to manufactures in the vicinity, as well as in Buffalo, Lockport and even more distant points.

The extortionate charges at Niagara Falls, usually very much exaggerated, have been almost wholly abated. Hack fares are governed by a strictly enforced ordinance, and by making a bargain with the driver less than the legal rates can frequently be obtained. Anyone who is swindled at Niagara Falls should not visit any large city or popular resort without a guardian. Carriages can be obtained of the Miller & Brundage Coach Company at fixed and very reasonable rates. Park vans make the round of the State Reservation for 25 cents, and passengers may alight at any number of points and continue the trip by a subsequent vehicle. On the American side, however, most people if strong and healthy will prefer walking. The trip on the Maid of the Mist costs 50 cents; the visit to the Cave of the Winds, including waterproof and guides, \$ 1.— and the descent to the bottom of the Horseshoe Fall on the Canada side, 50 cents. The toll over the new suspension foot and carriage bridge is 10 cents in one direction or 15 cents for the round trip.

On the American side, the electric cars of the Niagara Falls and Lewiston Railway start from the foot of Falls Street and gradually descend the gorge just above the cantaliver bridge. From this point to Lewiston, the river bank is closely followed but a few feet above the water, passing directly by the whirlpool itself and the long succession of the lower rapids. The fare one way is 30 cents (less than was formerly charged to descend to the whirlpool rapids alone), or 60 cents for the round trip. The fare by the Lewiston branch of the New York Central is 32 cents one way and 60 cents for the round trip, excepting from June 1st to September 30th, when the one way rate is 20 cents, and for the round trip, 25 cents.

The principal hotels at Niagara Falls, N. Y., are the Cataract; Interna-

tional, Prospect, Imperial, Kaltenbach, Harway House, Temperance House and United States Hotel.

NORWICH, N. Y.

A town of 5,212 inhabitants, 225 miles from New York, at the junction of the Delaware, Lackawanna & Western R. R. with the N. Y., Ont. & W. R. R. Has a number of machine-shops, tool-works, blast-furnaces, foundries, breweries, tanneries, etc. Noteworthy buildings are a handsome Court-House, eight nicely located churches, and several banks.

NYACK, N. Y.

A popular suburban place of New York City, on the Hudson, opposite Tarrytown, the terminus of a branch of the Erie road.

OGDENSBURG, N. Y.

A city of 12,000 inhabitants, with important grain interests. Situated on the St. Lawrence River, 77 miles from Kingston. To be reached by the N. Y. Central Railroad, to Utica, and thence by the Rome, Watertown & Ogdensburg R. R.

ONEIDA, N. Y.

Near Oneida Lake, has a population of 6,000. South from the lake is a reservation of the Oneida Indians. Oneida is reached by the N. Y. Cen. & Hud. Riv. R. R. 263 miles from New York.

ONEONTA, N. Y.

A town of 6,000 inhabitants, 82 miles from Albany, by the Delaware, & Hudson R. R. Important for its commerce in grain and rolling-mills.

OSWEGO, N. Y.

The chief harbor on Lake Ontario, and has a population of 22,000.

The city is divided by the Oswego River, which is spanned by 3 bridges. The principal public buildings are, the handsome Custom-House, the City Hall, the County-Court-House, the State Armory, and the City Library. There are several handsome school buildings and

churches. Oswego has two public parks, one on each side of the river. The streets are regularly laid out and shaded beautifully. The city is an important commercial center, and immense quantities of grain and lumber are received and shipped here.

It has large flour mills, and one of the largest Starch Factories in the world, besides foundries, iron works, malt-houses, etc.

In First St., is the Deep Rock Spring; the spacious Doolittle House has been erected over it to accommodate invalids and others.

The harbor of Oswego is defended by Fort Ontario, on the E. shore, open to visitors. Oswego is a terminus of the N. Y., Ontario & Western R. R., Delaware, Lackawanna & Western R. R., and the Rome, Watertown & Ogdensburg R. R.

OWEGO, N. Y.

Is a town of 9,000 inhabitants, situated on the Susquehanna River, at the mouth of Owego Creek. On the N. side of the Susquehanna River on a hill is Evergreen Cemetery.

Near the town on Owego Creek, is Glenmary, where N. P. Willis lived. Owego is an important railway center, and is reached from New York by the Erie R. R.

PATCHOGUE, N. Y.

Patchogue is a thriving town of six thousand inhabitants, situated on the south shore of Long Island and on the Great South Bay, fifty-five miles from New York. It is a port of entry as well as a boat-building center. The surrounding country, with its woodland streams and forest of timber, is very attractive, and the entire region is noted for its healthfulness. Patchogue Lake, a fine body of water, four miles in length, is near by, and the numerous ponds and streams in the immediate vicinity supply an abundance of trout, perch, bass, and other fresh-water fish.

This is one of the most popular summering towns on the Atlantic coast.

Boating, bathing, and fishing are enjoyed to the fullest extent.

The accommodations for the entertainment of visitors are ample.

It is a pleasant as well as an inexpensive place to live in and is reached by twelve trains daily from New York.

PEEKSKILL, N. Y.

A pretty town on the Hudson, at the mouth of Annsville Creek, 42 miles from New York City. It is the site of the State Camp of the National Guards. The place has 10,000 inhabitants, and is reached by steamer, or by the N. Y. Cen. & Hud. Riv. R. R.

PENN YAN, N. Y.

A pretty town of 4,000 inhabitants, at the foot of Lake Kauka.

Reached from New York, by the Erie R. R., and the Northern Central.

Lake Kauka is 18 miles long, one and a half miles wide. The scenery along the shore is extremely picturesque.

PLATTSBURG, N. Y.

Plattsburg is situated on the western shore of Lake Champlain, at the mouth of the Saranac River. It is a beautiful town of about eight thousand inhabitants, and was rendered famous by the battle which took place there on the 11th of September, 1814, when the Americans, under Macdonough and Macomb, destroyed the British fleet and twenty-five hundred men. To be reached by the Delaware & Hudson R. R.

PORT JERVIS, N. Y.

88 miles from New York, via the Erie R. R., with a population of 9,327, situated at the confluence of the Neversink and Delaware Rivers. Here are located extensive railroad-shops, and it is the terminus of the E. division of the Erie road. The village is a pretty one and many summer visitors are attracted to it. Ascending from the village is Point Peter, which affords a fine view over the Neversink and Delaware Valleys. The Falls of the Sawkill are located 6 miles distant,

where a mountain-brook is precipitated 80 ft. over perpendicular ledges of slate-rock into a romantic gorge.

POUGHKEEPSIE, N. Y.

Poughkeepsie is a thriving commercial and manufacturing city of about twenty-five thousand inhabitants. It is situated on the eastern shore of the Hudson, seventy-four miles above New York. Two miles to the east is the famous Vassar College, one of the largest exclusively female colleges in the country. Prominent among the features of Poughkeepsie is the great cantilever bridge which crosses the Hudson at this point. In height, length, and architectural grandeur, it bears comparison with any of the bridges of the country.

To be reached by the Day Line Steamers or the New York Central & Hudson River R. R.

RICHFIELD SPRINGS, N. Y.

This famous and fashionable summer resort is situated near the head of Canadorego Lake, in Otsego County, New York. With its elevation of seventeen hundred feet above the sea, nestled among the mountains of Otsego County, near the center of New York State, it has every natural advantage to make it a charming place in which to spend the summer. The surrounding scenery is beautiful. There are lovely drives through the surrounding country, the most popular one lying around Canadorego Lake, a distance of twelve miles, over a road as smooth as a floor. The lake provides delightful boating and fishing. Here has been erected one of the most complete bathing establishments in the world. The water is obtained from the celebrated White Sulphur Springs, and contains bicarbonate and sulphate of magnesia and lime, sulphuretted hydrogen gas, and chloride of sodium and magnesia.

To be reached by the, Delaware, Lackawanna & Western R. R.

ROCHESTER, N. Y.

This city of 134,000 inhabitants

is reached from New York by the New York Central & Hudson River R. R. It is situated 7 miles from Lake Ontario on the Genesee River, which by a perpendicular fall of nearly a hundred feet, furnishes the water-power for the different manufactures of the city.

Rochester is regularly laid-out; the principal Streets are Lake, East and West Avenues, Main and State Sts. The most noteworthy buildings are the following: the County Court House on W. Main St. is a costly building in the Italian Renaissance style; it contains a valuable Law Library. Back of the Court House is the City Hall, a handsome building with a tower 170 feet high; near-by is the Free Academy. The Young Men's Christian Association is located in a splendid building which cost over \$150,000. In the eastern part of the city, in University Ave., are the three buildings of the University of Rochester.

The Geological Cabinets collected by Henry A. Ward, and the Library of 30,000 volumes are famous throughout the country and located in a fine fire-proof building. Rochester possesses also a Baptist Theological Seminary, with a library of some 20,000 volumes. The principal hospitals are the City Hospital, St. Mary's Hospital, both in West Ave, and the Homeopathic Hospital in Alexander St. The State Industrial School is a large building surrounded by extensive grounds. In N. St. Paul St. is the institution for Deaf Mutes.

The Powers Building is located at the cor. of W. Main St. In a finely decorated suite of rooms is a collection of valuable paintings, admission 25 cents; on top of the building is a tower, affording a good view of the city and its surroundings; admission 10 cents.

Rochester is rich in high office buildings, among them are the Chamber of Commerce Building, the Granite Block, the Ellwanger and Barry Building. There are also some noteworthy church edifices. The most important industries are clothing, boots and shoes, engines, agricultural implements, trees, garden and flower seeds. The immense nurseries, in

which these latter are produced, are well worth a visit.

Rochester has also an extensive coal and iron trade.

Agents of the North German Lloyd:

Frank J. Amsden, Rochester,
Under Powers Bank, N. Y.

G. C. Maurer, 149 E. Main St.,
Rochester N. Y.

J. C. Kalbfleisch, N. Y. Central
Agt., Rochester N. Y.

Zimmer & Miller, 2 Smiths Arcade,
Rochester N. Y.

ROME, N. Y.

Situated at the junction of the Erie and Black River Canal. It has 15,000 inhabitants, and is important as a railroad center, and for its lumber. It contains many fine residences.

Reached by N. Y. Cen. & Hud. Riv. R. R., and Rome, Watertown & Ogdensburg R. R.

SACKETT'S HARBOR, N. Y.

On account of its accessibility and the beauty of its surroundings,

Sac'ett's Harbor has lately come into great favor as a summer resort. It possesses excellent facilities for delightful yachting, and this alone attracts many summer visitors. There are many places of interest within easy reach, among which may be mentioned Kingston (Canada). The Thousand Islands, Alexandria Bay, and Carthage, where Prince Joseph Napoleon resided in 1829.

Sackett's Harbor is pleasantly situated at the eastern end of Lake Ontario.

To be reached by the New York Central & Hudson River R. R.

SAG HARBOR, N. Y.

A village of 3,000 inhabitants, situated at the head of the picturesque Gardiner's Bay. There are several good hotels. It is 99 miles from New York, on the Long Island R. R., or can be reached by steamer.

SARATOGA SPRINGS, N. Y.

Saratoga, indisputably the greatest of American inland summer resorts, partakes of both the opulence of

James F. Ruddoy Victoria Hotel Saratoga Springs, N. Y.

36

Seltzer Spring Co.

Saratoga Springs N. Y.

T. J. TOTTEN, Florist, under the Grand Union Hotel, Saratoga Springs N. Y.

Newport and the cosmopolitan feature of Atlantic City.

Gathered here for a few short weeks each year are the wealth, with beauty, and fashion of the most eminent society. In September of each year is held the great flora festival, when the whole city is in gala attire. The waters of the various Saratoga springs are too well known from Maine to California, to need description here. Suffice it to say, they are extremely powerful, and considered beneficial in chronic dyspepsia and hepatic affections. The principal are; the Congress, celebrated the world over, the Columbian, the Washington, sometimes called "the Champagne Springs", on account of its pleasant taste; the Hathorn, almost as famous as the Congress; the Pavilion; the United States; the Excelsior; and numerous others in various parts of the valley. To be reached by the, Delaware & Hudson R. R.

A very good hotel is the Victoria Hotel, Mr. Ruddoy, proprietor. The Seltzer Spring Co., established here exports the waters. Flowers are bought best at T. J. Totten's, 10 Grand Union Block.

SCHENECTADY, N. Y.

160 miles from New York by the N. Y. C. & H. R. R. R., a city of 20,000 inhabitants on the Mohawk River. It is one of the oldest towns in the State, established by the Dutch in 1620. Union College, founded in 1795, is located here. It has important wool manufactures, iron-works and railroad shops.

SENECA FALLS, N. Y.

A manufacturing place of 6,000 inhabitants, pleasantly situated at the falls of the Seneca River.

To be reached by the, N. Y. Central R. R.

SHARON SPRINGS, N. Y.

Sharon Springs is situated in Schoharie County, New York, in a romantic valley eleven hundred feet above sea level and surrounded by high hills. Its walks and drives are full of interesting beauty, and from

the summit of the hill above the village a splendid view may be obtained. Close at hand are the lovely Tokeharawa Falls and Howe's Cave, a most remarkable subterranean cavern.

A peculiar feature of Sharon is its mud baths, which have been found extremely helpful in cases of rheumatism. Its springs of chalybeate, magnesia, white and blue sulphur, and its celebrated pine bath, also possess wonderful curative powers. Sharon Springs are to the North, what the White Sulphur Springs of West Virginia are to the South. Analyses of the two springs, as well as their beneficial effects, are very similar. To be reached by the, West Shore R. R.

SHELTER ISLAND, N. Y.

Shelter Island, ninety-six miles from New York, is directly opposite Greenport on the Long Island Railroad, and connected by ferry-boats which meet all Long Island Railroad trains at Greenport Station, from June 1st to October 1st stopping at Manhasset House and Shelter Island Heights. Shelter Island is the "Brighton of America", and seems to float dreamlike on the surface of the turquoise sea. The summer residents are people in professional life, and constitute a society, that is unrivaled among the cities.

Boating in all its varied phases; as sailing, sculling, and yachting, are freely indulged in, whilst the facilities for bathing and angling are certainly not to be despised.

SING SING, N. Y.

31 miles from New York, via the N. Y. Cen. & Hud. Riv. R. R., has a population of 9,352. It is the seat of the famous State Prison.

It is surrounded by mountains, which are crowned by fine villas. Croton Point is 4 miles above on the E. side. Here the Croton River enters the Hudson; 6 miles up the stream, is Croton Lake, which supplies the metropolis with water.

The lake is formed by a dam 40 ft. high, 70 ft. thick, 250 ft. long. The

famous Croton Aqueduct conveys the water to New York.

SYRACUSE, N. Y.

An important manufacturing city with a population of 88,000. It is pleasantly situated at the S. end of Onondaga Lake. The principal buildings are the Government Building, the Court House, Clerk's Office, the High School, the Home for Old Ladies, the State Asylum for Idiots, and the Orphan Asylum. On a hill to the E. of the city, the Syracuse University has three elegant buildings and an observatory.

The famous Von Ranke Historical Library is located here. Syracuse contains also some beautiful church edifices. The Penitentiary is on a hill in the N. E. part of the city. The Onondaga Lake is 6 miles long and about one and a half wide. To the S. lies the reservation of the few remaining Onondaga Indians. On the shore of the lake are the famous Salt Works. Syracuse is midway between Albany and Buffalo, and for this reason it is called the Central City.

To be reached from New York, by the N. Y. Cen & Hud R. R.

Agents of the North German Lloyd:

W. C. Brayton, D. L. & W. R. R., Syracuse, N. Y.

O. E. Jenkins, 127 E. Washington St., Syracuse, N. Y.

TARRYTOWN, N. Y.

An attractive village on the Hudson, with 4,000 inhabitants. The place where Andre was arrested, is marked by an inscription. In the vicinity of the village occurred many fights between guerillas during the Revolution. Its chief interest however is in its association with Irving's life and writings. There is Christ Church, of which he was warden, and the graveyard where he was buried.

The surroundings abound in points, made famous by his writings.

To be reached by the, N. Y. Cen. & Hud. Riv. R. R.

TICONDEROGA, N. Y.

The village has 4,000 inhabitants; it is situated near a picturesque Waterfall, formed by one of the outlets of Lake George.

Nearby is Fort Ticonderoga. A railroad and steam-ship Station on the W. shore of Lake Champlain, at the foot of Mt. Defiance.

TRENTON FALLS, N. Y.

These beautiful falls, six in number, are located in the midst of delightful scenery. Rocky Cliffs with many beautiful turns and vistas rise precipitously above the winding, restless, dashing creek, fringed at their verge with green boughs of the forest.

To be reached by the, New York Central & Hudson River R. R.

TROY, N. Y.

Troy is situated six miles N. of Albany, at the head of steam navigation on the Hudson. It has a population of 61,000. The principal thoroughfare is River St., running parallel with the river.

The City Hall is a costly building Troy possesses many elegant business edifices. On Washington Square stands the Soldiers Monument, 90 ft. high. The Library of the Young Men's Christian Association is in the Athenaeum. St. Joseph's Theological Seminary comprises several buildings on Mt. Ida, E. of the city.

The well known Rensselaer Polytechnic Institute, one of the leading schools in civil engineering, is on 8th St.

The great Watervliet Arsenal is located in a park of 105 acres in W. Troy. The heavy rifled cannon of the most advanced type are made here. Troy is also famous for its stove foundries, rolling mills and laundries. It is reached from New York, by the N. Y. Cen. & Hud. Riv. R. R., or by steamers.

UTICA, N. Y.

Has 44,000 inhabitants, and is situated on the Mohawk. It is a railway and coal center in the prosperous center of New York State, The leading thoroughfare is Genesee

St., in it are the City Hall, and the finest churches, commercial buildings, and private residences. On a farm W. of the city is the State Lunatic Asylum connected with the city by street cars. Utica is a terminus of the Rome, Watertown & Ogdensburg R. R., which is the route to the Adirondacks, and also to the Thousand Islands. A popular excursion by this route is to Trenton Falls 17 miles from Utica, which are situated on Canada Creek a Creek, tributary of the Mohawk.

Utica is reached from New York, by the N. Y. Cen. & Hud. Riv. R. R.

Agents of the North German Lloyd:

J. H. McGarrity, D. L. & W. R. R., Utica, N. Y.

J. C. Schreiber, 8 Fay St., N. Y.

WATERFORD, N. Y.

Is a manufacturing town of 5,000 inhabitants, on the Hudson.

154 miles from New York. Reached by the N. Y. Cen. & Hud. Riv. R. R., or West Shore R. R.

WATERTOWN, N. Y.

A manufacturing town of 15,000 inhabitants on the rapids of the Black River. Reached by the N. Y. Cen. & Hud. Riv. R. R., to Rome, from there by the Rome, Watertown & Ogdensburg R. R.

WATKINS GLEN, N. Y.

Watkins Glen, as distinct in its individuality as Niagara, the Yosemite, or the Mammoth Cave, is one of the most picturesque and delightful places which thousands of tourists annually travel to see, into it is compressed in miniature all the glory and grandeur of our great western canons. It is beautiful and picturesque.

A small stream, in summer merrily dancing and prancing over rocky ledges and in winter thundering along through its narrow confines, seeks its way to the lake. During the ages this stream has cut a deep gorge into the soft rock of the mountain, in some places to a depth of two hundred feet, and sometimes scarcely more than ten feet wide, at

others broadening into large amphitheatres in which the echo of one's voice sounds strangely supernatural. The walls of this gorge rise perpendicularly from the side of the stream, and at the summit are fringed with green boughs of the forest.

From the head of beautiful Lake Seneca this chasm penetrates the mountain for a distance of three miles, winding and curving abruptly and presenting a wonderful variety of rocky and picturesque scenes. From the top of Glen Mountain a magnificent view of the surrounding country may be had, including the placid waters of Seneca Lake, sparkling in the sunlight and stretching far away to the northeast.

Located on the summit of the mountain is the Glen Mountain House, owned and conducted by the proprietor of the Glen. Guests of this house enjoy the freedom of the Glen, a privilege not accorded those registered at the village hotels and others.

The Glen Springs Sanitarium is also located near the town of Watkins upon a broad plateau overlooking the lake. This large hotel is remarkably complete in its appointments. Two large mineral springs are located on the grounds.

To be reached by the Pennsylvania R. R.

WEST POINT, N. Y.

Inseparably linked with the military history of the American Republic, and beautifully located on the west bank of the historic Hudson, in the very bosom of the picturesque Highlands, is West Point, the seat of the United States Military Academy, the alma mater of many of the nation's greatest heroes.

Surrounded by places famous in American history, and commanding an unrivaled view of the beautiful river, it is a point which appeals strongly to all Americans. It has become a favorite resort with pleasure seekers, and is visited annually by thousands of gay and fashionable people. A prominent and imposing feature of West Point is the new Battle Monument, dedicated on Decoration Day, 1805.

It is seventy-five feet high, the shaft being one solid block of granite forty-two feet long. Among the other points of interest are the cadets, barracks, class rooms, and gymnasium Kosciusko's monument, and the ruins of Fort Putnam. It was here that Benedict Arnold hatched his iniquitous scheme of treason.

Apart from its educational characteristics, the place is endowed with intrinsic merits of altitude, magnificent scenery, and excellent society, which make it a popular resting place for people from all sections of the land. To be reached by the West Shore R. R.

WESTPORT, N. Y.

This prosperous little city is charmingly situated on the west shore of Lake Champlain, overlooking the fairest portion of that beautiful sheet of water. It has many historical associations, such as Split Rock, long the recognized boundary between the French and English possessions. In itself an important summer resort, it is known chiefly through its superb situation as one of the principal gateways to the Adirondack region.

To be reached by the, New York Central & Hudson River R. R.

WHITEHALL, N. Y.

A town of 4,500 inhabitants, situated at the S. end of Lake Champlain, at the foot of Skenes Mt. 221 miles from New York.

Its chief industry is lumber. Reached by the, N. Y. Cen. & Hud. Riv. R. R.

WHITE PLAINS, N. Y.

22 miles from New York, via N. Y. Cen. & Hud. Riv. R. R., has 4,000 inhabitants; it was the scene of the eventful battle in 1776.

YONKERS, N. Y.

15 miles from New York, via the N. Y. Central & Hudson River R. R., beautifully situated on the E. side of the Hudson, at the mouth of Neperan or Saw-Mill River, opposite the Palisades; it is in fact a suburb of N. Y. City. It has 32,000 inhabitants. The Manor House, built in 1682, is now the City Hall. Nearby is Locust Hill, where the American troops were encamped in 1781.

NEW YORK CITY.

The traveler arriving by the steamers of the North German Lloyd lands in Hoboken, after passing the most beautiful and most lively harbor of the world. The steamer stops at Quarantine, where, after the doctor's visit, some custom-house officers come on board, to get the "declaration" of the baggage from the passengers.

Cabin passengers may go ashore as soon as the vessel is made fast and will find custom-house inspectors ready to examine their baggage on the wharf. Open your trunks, hand to the inspector your declaration, be polite, and you will be well treated.

There are many entrances to New York. 14 regular steamship lines bring passengers from Europe; 15 companies from South and Central America and the ports along the Gulf of Mexico and the South Atlantic Coast; 14 different lines of steamboats come down the Hudson and from Long Island Sound. Five important railway termini are located on the western bank of the Hudson, being connected with New York by ferries. On the eastern bank of the East River are the depots of the Long Island R. R., and in the center of the metropolis stands the Grand Central Depot.

STEAMSHIP LANDINGS.

Transatlantic Steamers.

Allan-State Line. — Pier foot of W. 21 St. N. R. from Glasgow and Londonderry.

American Line. — Pier 14, foot of Fulton St. N. R. From Southampton.

Anchor Line. — Pier 54, foot of W. 27 St. N. R. From Glasgow.

Compagnie Generale Transatlantique. — Pier 42, foot of Morton St. N. R. From Havre.

Cunard Line. — Pier 40, foot of Clarkson St. N. R. From Liverpool.

Florio - Rubattino Line. — Mediterranean Piers, near Wall St. Ferry, Brooklyn.

Hamburg-American Packet Company. Pier foot of Ist and Newark Sts., Hoboken, N. J. From Hamburg.

Netherlands Line. — Pier, foot of 5th St. Hoboken. From Rotterdam and Amsterdam.

North German Lloyd. — Pier, foot of 2d St. Hoboken. From Bremen and from Genoa.

Red Star Line. — Pier 14, foot Fulton St. N. R. From Antwerp.

Thingwalla Line. — Pier, foot of 4th St. Hoboken. From Christiansand and Copenhagen.

White Star Line. — Pier 45, foot of W. 10th St. N. N. From Liverpool.

Wilson Line. — Pier, foot of Montague St. Brooklyn. From London and Hull.

COASTWISE STEAMSHIPS.

Atlas Steamship Company. — Pier 55, foot of W. 25th St. N. R. From West Indies.

Central American Steamship Line. — Pier, North Central Dock Atlantic Basin, Brooklyn. From Kingston, Greytown, etc.

THE

Equitable Life Assurance Society

of the UNITED STATES

No. 120 BROADWAY

NEW YORK

This Company is the surest and enjoys the most prominent position among all other companies in the World.

The ASSETS are over \$ 236,000,000
" SURPLUS on a 4% standard, exceeds . . . \$ 50,000,000
" SURPLUS is also more than any other Company by \$ 15,000,000

THE GUARANTEED CASH-VALUE POLICY,

although of recent adoption, is extensively patronized, it affords every possible protection, and strongly recommends itself.

TWELVE SPECIAL ADVANTAGES

- 1st: The immediate payment of the policy in the event of death.
- 2nd: Incontestability after one year.
- 3rd: Freedom as to residence, travel and occupation, after the first year.
- 4th: A guaranteed Cash surrender value, increasing annually, after the third year.
- 5th: A guaranteed surrender value in Paid up Assurance, increasing annually after the third year.
- 6th: A loan, at 5% interest, on the third or any subsequent anniversary of the assurance.
- 7th: A Cash Bonus at the end of a period of twenty years (or fifteen years, if preferred).
- 8th: The choice of eight-options at the end of the period, under one of which the policy may be either continued or surrendered on most liberal terms.
- 9th: An annually increasing surrender value if the policy is continued beyond the period.
- 10th: Dividends from surplus subsequently earned, if the policy is continued beyond the period.
- 11th: Thirty days grace in the payment of all premiums.
- 12th: The right (given to the assured) to change the beneficiary at pleasure.

CHARLES A. BRYAN, MANAGER.

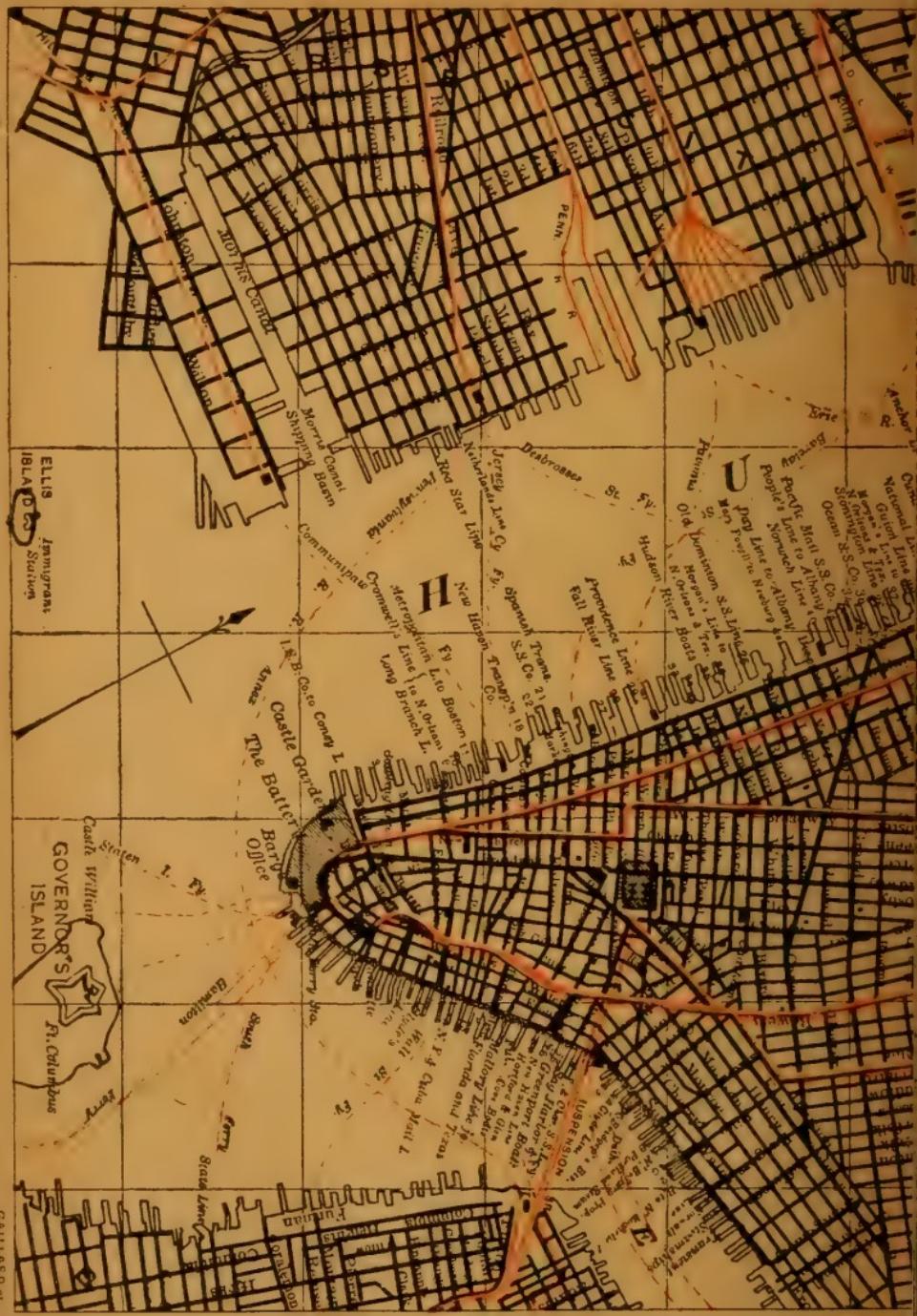
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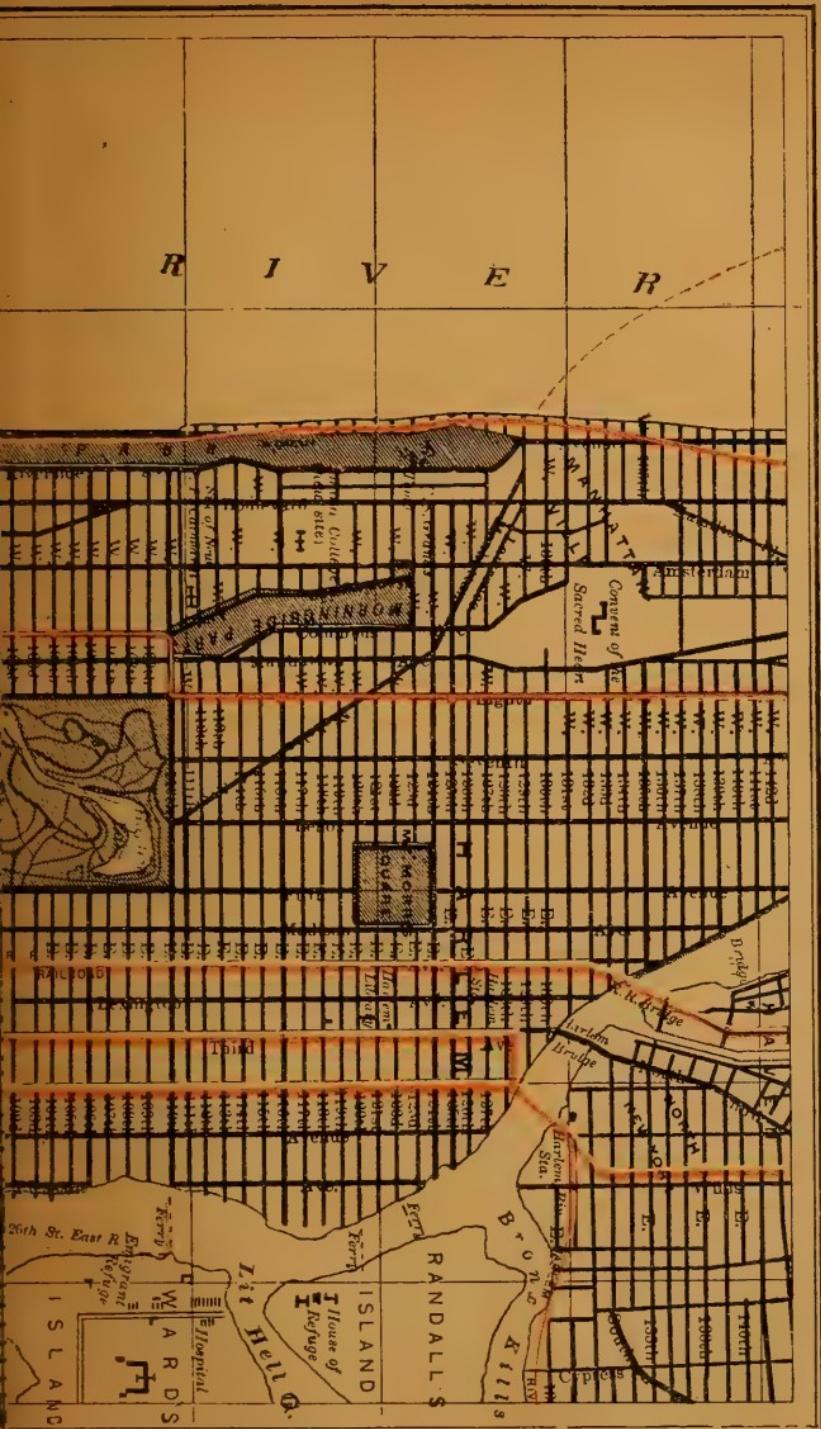
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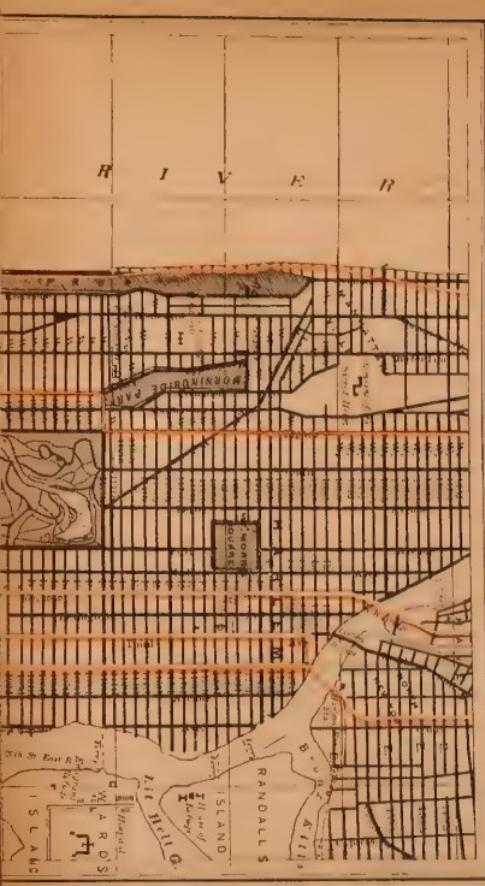
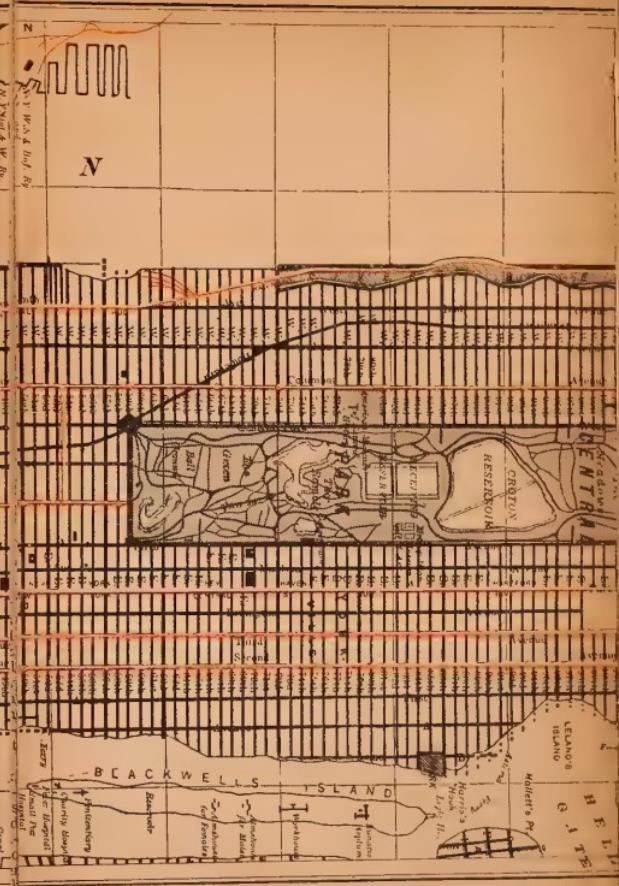
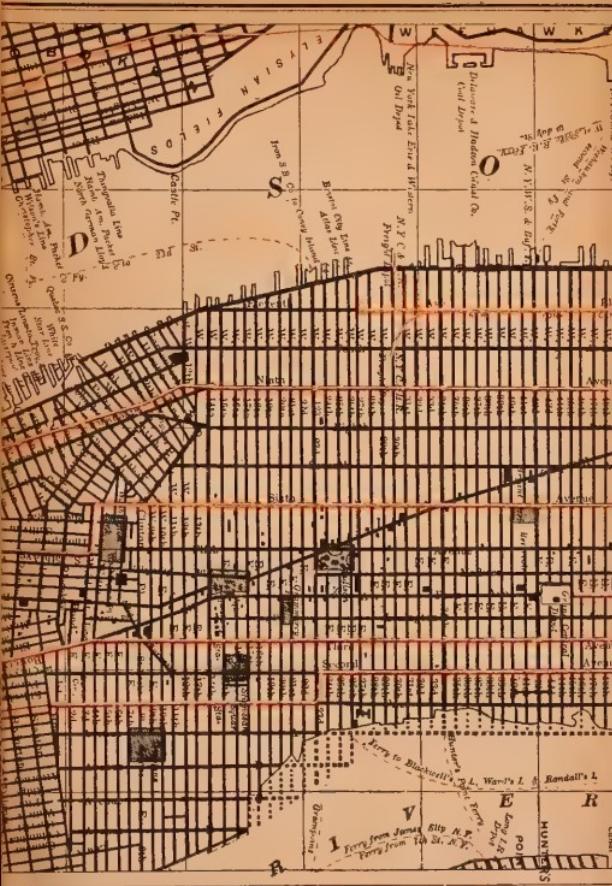
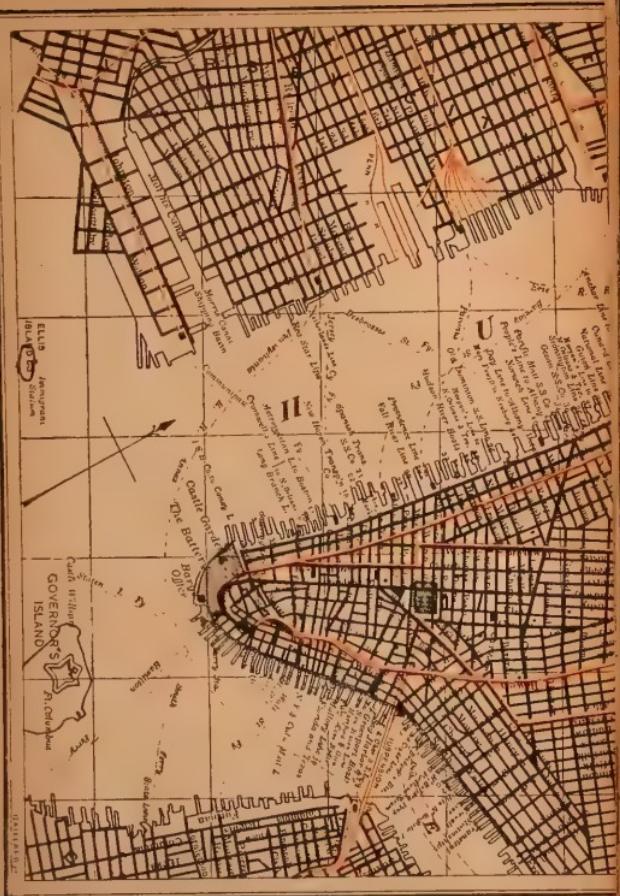
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2 and 4 STONE STREET
17 to 23 BRIDGE STREET
NEW YORK.

M. FARMER, Special Representative.









Jadenburg, Thalmann & Co.

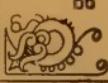


BANKERS

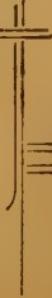


46 WALL STREET

NEW YORK, City.



I SSUE LETTERS OF CREDIT,
DRAFTS AND CHECKS,
AVAILABLE IN ALL PARTS
OF THE WORLD.



Columbian Line. — Pier 43, foot of Barrow St. From Colon.

Clyde Steamship Company. — Pier 29, E. R. foot of Roosevelt St. From Charleston and Jacksonville.

Compania Transatlantica. — Pier 10, E. R., foot Old Slip. From Cuba and Mexico.

Cromwell Line. — Pier 9, N. R., foot of Rector St. From New Orleans.

Maine Steamship Company. — Pier 38, E. R., foot Market St. From Portland.

Mallory Line. — Pier 20, E. R., Burling Slip. From Galveston, Key West, Fernandina, and Brunswick.

New York & Cuba Mail Steamship Company. — Piers 16 and 17, E. R., foot of Wall St. From Havana and other ports in Cuba, Mexico, and Nassau.

Old Dominion Steamship Company. — Pier 26, N. R., foot of Beach St. From Norfolk, Richmond, etc.

Pacific Mail Steamship Company. — Pier 34, N. R., foot of Canal St. From California, China, and Japan, via Isthmus of Panama.

Quebec Steamship Company. — Bermuda and West Indies Line. — Pier 47 N. R., foot of W. 10th St. From Bermuda and Windward Islands.

Red D. Lines. — Pier, Pierrepont Stores, Brooklyn. From Curacao, and Venezuelan ports.

Royal Dutch West Indies Mail Line. — Pier, foot Joralemon St., Brooklyn. From West Indies and Venezuela.

Savannah Line. — Pier 35, N. R., foot of Spring St. From Savannah.

RAILWAY STATIONS.

Central R. R. of New Jersey. Baltimore & Ohio, and Philadelphia & Reading R. R., and dependencies. Ferry Pier No. 15, foot of Liberty St., New York. Terminus of the Royal Blue Line for Philadelphia, Baltimore, Washington, and the West.

Pennsylvania Railroad and leased lines, Lehigh Valley, N. Y., Susquehanna & Western, N. J. Midland, Jersey City, with ferries to the foot of Cortland and Desbrosses and 23d Sts. For Brooklyn take the Annex boat from the Jersey City side.

New York, Lake Erie & Western ("Erie") Railway, Chicago & Erie R. R., and local dependencies, Pavonia Av., Jersey City, reaching New York by ferries to Chambers St. and W. 23d St.

Delaware, Lackawanna & Western, and Morris & Essex R. Rs., have a depot in Hoboken, whence ferries ply to Barclay St., and to Christopher St. New York.

The West Shore and the Ontario & Western R. Rs., and their western connections, have a depot at Weehawken, north of Hoboken. A down-town ferry lands passengers at the foot of Franklin St., near Chambers; and an up-town ferry crosses direct to the foot of W. 42d St.

New York Central & Hudson River R. R., the New York & Harlem R. R., and the New York, New Haven & Hartford R. R. unite their termini in the Grand Central Depot in E. 42d St.

The Grand Central Depot is a large building in the French style, which faces 42d St. across Fourth Ave., and extends along Vanderbilt Ave. for almost three blocks.

The Long Island R. R. discharges its passengers in Brooklyn at its station on Flatbush Ave. and its station on East River, in Long Island City, whence ferries carry passengers to New York at James Slip (downtown, near Fulton St.), or at the foot of E. 34th St.

The New York & Putnam R. R. runs northward through Westchester and Putnam counties to Brewster's where it joins the Harlem R. R., and connects with the New York & New England R. R. for Hartford and eastern points. Its station in New York is at the terminus of the Sixth Ave. El. Ry.; but it has a station for the receipt and delivery of baggage in the El. Ry. station at Eighth Ave. and 53d St.

Raymond & Whitcomb, New York, Boston, Philadelphia, Cleveland, Chicago, etc., arrange tours to all parts of the world. Their special vestibuled train service, embodying every comfort and luxury, makes it possible to visit Mexico, California and other portions of the South and West with a degree of comfort that can be

attained in no other way. Those traveling under this firm's auspices are relieved by its personal representatives and interpreters of all details, such as checking baggage, engaging sleeping car and hotel accommodations, and other inconveniences experienced traveling in a strange land. They supply railroad and steamship tickets everywhere and can furnish exact and reliable advice regarding the hotels and other needful information, and have a large collection of printed and illustrated matter bearing on the hotels, resorts, picturesque regions, products, etc., which will be of material assistance to any one contemplating a tour of America.

HACKS AND CABS.

Carriages or cabs may be hired at the following rates; *Two-horse coaches, by the hour*, \$1.50 for the first hour, and 75 cents for each succeeding half-hour; *by the mile*, \$1 for the first mile and 40 cents for each succeeding half-mile. *One-horse cabs*, by the hour, \$1 for the first, and 50 cents for each succeeding half-hour; *by the mile*, 50 cents for the first mile, and 25 cents for each succeeding half-mile.

Cabs-by the mile. 50 cts. for the first mile, and 25 cts. for each additional half-mile. For stops over five minutes and not exceeding fifteen, 25 cts.; for longer stops, 25 cts. for each fifteen minutes. This tariff includes Hansom cabs.

Coaches-by the mile. One dollar for the first mile and each additional half-mile 40 cts. By distance for "stops" 38 cts. for each fifteen minutes. For brief stops not over five minutes, no charge. *By the Hour.* \$1.50 first hour, and each succeeding half-hour 75 cts.

The legal fares are understood to be for one or two persons in a cab, or for one, two, three, or four persons in a carriage; while children under 8 years are to be carried free when accompanied by adults. It also includes the carrying of one trunk; for additional baggage a special bargain must be made.

The fare everywhere on the Elevated railroads and on all the

surface cars is five cents without regard to distance.

BAGGAGE EXPRESS.

On all important incoming trains, a uniformed agent for either N. Y. Transfer Co. or Westcott's baggage delivery company passes through the train seeking orders. He will take your checks, giving a receipt there for, and deliver your baggage to any part of New York, Brooklyn, or Jersey City. The payment may be made in advance or on receipt of the article at the house, which will be in the course of two hours, ordinarily, if not earlier. In addition to these transfer companies, several other carriers have offices near the great stations and steamer-landings. These expressmen usually charge the same rates as those above mentioned. Out-side of these are a legion of small proprietors of "expresses", and individual owners of job-wagons, whose charge is only 25 cents a piece.

Ordinary baggage may be taken with you if you employ a hackman, and the delay, otherwise inevitable, will be avoided. The hotel omnibus-es get baggage for their patrons very promptly also. For those who do not hire cabs or carriages, that American institution, the "express delivery service" is easily available here.

CAUTION.

Never give up your check to any one, but a uniformed train-solicitor, or a regular office agent or porter of either the transportation company which holds the baggage or of the express company to which you mean to intrust it; always take a receipt; and never give up your checks, if you claim your baggage yourself, to any person except the uniformed baggagemen of the railway or steam-boat line by which you have traveled.

OUTGOING BAGGAGE.

When you get ready to leave the city, an expressman will call at your house, and take and deliver your baggage at any station for from 25 to 40 cents a piece. Dodd's and Westcott's companies (both of which

have many branch offices in New York and in all the adjoining cities) will check your baggage at the house to your destination in any part of the country, so that you need not have to trouble with it at the railway station, but you must have bought your railway ticket in advance, and must pay 10 cents additional for the accommodations.

HOTELS.

New York possesses a great quantity of Hotels for all tastes and pocketbooks from the luxurious palace-buildings and royal interior appointments of a Waldorf-Astoria, or Savoy or Netherland to the cheap but comfortable Mill's House. Most

of the hotels have adopted both the American and European plan, furnishing lodging, meals at fixed-hours, attendance, etc. at a certain price a day or furnishing only lodging. In any hotel however, no "extras" will be charged, unexpectedly swelling the bill, as so vexatiously happens in Europe.

The monumental hotel-edifices will be mentioned at the proper place. For travelers seeking home-like quarters under moderate conditions we may mention "*The Belvedere*", a good German Hotel at the corner of 4th Ave. and 18th St. The hotel has excellent cuisine and service, and every employee speaks German and English; *The Belvedere* is centrally located, near the Elevated Railroads

ALL MODERN IMPROVEMENTS.

UP-TO-DATE SERVICE.

ELECTRIC LIGHT.

STEAM HEAT.



stations. "The Union Square Hotel" on the E. side of Union Square, corner 15th St., is also under German management and has not only a central, but also a beautiful location. A very good Restaurant and Cafe is attached to the hotel, which is much frequented by foreigners from Central and South America and European business men and artists.

Hotel Bernard, 161-163 Lexington Ave. corner 30th St. is a good hotel at moderate prices, frequented by French and Spanish families.

The Rembrandt is a hotel up-town, corner 98th St. and Amsterdam Ave. with all modern improvements and up to date service.

It will pay every passenger arriving at or leaving New York by the

North German Lloyd or any other steamship line to pay a visit to Raub's Central Railroad Hotel for the following reasons.

1. On account of its convenient location at the corner of Liberty and West Sts. near the following ferries: Liberty St. ferry of the Central Railroad Co. of New Jersey, Cortland St. ferry of the Pennsylvania Railroad Co., Barclay St. ferry for Hoboken, where the North German Lloyd, Hamburg-American and Rotterdam steamships land their passengers, and near the piers of the American line, and Antwerp Line of steamers. It is particularly convenient for such European passengers, who remain only a short time in New York and wish to proceed by the Pennsylvania Rail-

road, Jersey Central, Delaware, Lackawanna & Western Railroad and the Erie Railroad to the West.

2. On account of its being a first-class hotel, containing tastefully furnished rooms, equipped with electric lights and bells, also telephonie and telegraphic accomodations, combined with an excellent cuisine on the European and American plans (at the very reasonable price of from \$ 2,00 to \$ 2,50 per day) and prompt service day and night. A special feature is a very good and substantial table d'hote dinner at fifty cents per cover, including a pint of imported wine, also a large assortment of imported and domestic wines, beers, etc. kept constantly at the proper temperature.

3. On account of the fact that the proprietor and attendants will, at any time, give correct information to travellers in regard to railroads steamship lines, etc. and also furnish reliable guides for New York city and vicinity.

Boarding Houses, Furnished Rooms, Private lodg^ging, are preferred to a hotel by many persons. By this is meant the rental of a furnished room, with possibly the taking of breakfast in the same house, or breakfast and dinner. These institutions are plentiful in all parts of the city and grade from \$ 5,— a week to thousands of dollars for the year.

The morning news-papers contain long list of descriptive advertisements which may be followed up, or an applicant may advertise for what he wants, and get a quantity of answers in a short time, or walking through the street, which you may like, ask to be shown the rooms advertised by a tiny paper pasted upon the front door.

RESTAURANTS.

No city can be better supplied with restaurants and eating houses of every kind than New York. They are in every quarter of the city and represent every grade of excellence. It is impossible to mention here all the places noted for a particular style of meal or delicacy. But in whatever quarter you are, you will

find some good, if not excellent Restaurant. Visiting the business district don't fail to lunch at one of the swell down-town Restaurants; e. g. the *Cafe and Restaurant in Old Cotton Exchange Building*, 1—2 Hannover Square, where many members of the export, import and commission trade regularly take their lunch. Prompt service and excellent imported domestic beers and imported wines can be had at moderate prices. Mess. Stuetzle Brs. are the hospitable proprietors.

Interesting is a visit to the *Cafe of Wiehl & Widmann, Beaver St.* near the Produce Exchange, where the artistic element meets the business world; this place has always some fine paintings on exhibition. Don't fail, to have laid before you the collection of "jokes", made by the proprietor.

Further up, cor Nassau and Liberty Sts., in the basement of one of the stupendous office buildings is the *Restaurant and Cafe "Lindinger"*, filled at the lunch-hours with business men of all branches. The Cafe is exceedingly well managed, and the most celebrated foreign and domestic beers and Rhinewines are sold here.

Further up, the Restaurant of *Otto Emmerich* is located, 273-277 Broadway, corner Chambers Street. This is one of the best known places of its kind in New York; it was founded by Fr. Hollender & Co. The table is excellent and beer and wine of the choicest quality. The Restaurant is very handy for visitors of the City Hall and the Post Office and is much patronized by prominent people in public and private life. Newspaper men, merchants and Government and City officers are to be met there at any time.

Nearer to the center of the City and in proximity to the retail trade district, in the direct neighborhood of the Irving Place Theatre and the Academy of Music, the famous Restaurant of *Aug. Lüchow* is situated. The leading German Restaurant is located in spacious buildings, from 108 to 114 E. 14th St. It is the Rendez-vous of the best society, and the visitor is liable to find here at lunch, or supper, or after the theatre

his friends, artists, fellow travelers, etc. etc. The Würzburger Hofbräu, which is imported by Mr. Lüchow, is one of the best known export beers and widely introduced in the United States. Every one in the Restaurant speaks German. The cooking is excellent and universally appreciated. There is hardly a German visitor to New York and many sons and daughters of other nations, who fail to visit this Restaurant.

A couple of houses farther West, No. 102 E. 14th St., just opposite Steinway Hall, is another very good Restaurant and Cafe under the management of *Mr. Ernst Wiehl*. It is much frequented by journalists and members of the theatrical profession, who exchange here their views, drinking excellent wines and beers and eating finely prepared meals. The place is very well appointed and the general management is not sparing of anything, which may contribute to the comfort of the patrons of the Restaurant and Cafe.

On Third Ave., near 14th St., is one of the oldest German Restaurants of the City. This place

is owned by the jovial *Mr. Schmenger*. It is one of the best known places of its kind, and each evening the meeting place of a select part of the best German society. Excellent beer and some special German dishes are the gastronomic attractions of this popular resort.

One of the best appointed Restaurants is the well known *Scheffel Halle* located on Third Ave. and 17th St. This Restaurant is decorated in the old German-style and offers many interesting views to the visitors. The best society frequents Scheffel Halle, and for this as well as for the excellent table and beverages it is highly recommendable.

RESTAURANT AND HOTEL "HUNGARIA".

Is a very good restaurant for ladies and gentlemen on Union Square No. 4, near 14th St. It is a well known family restaurant, has an excellent cuisine and very good wines and beers, and is well worth a visit.

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THEIR LOCATION is absolutely unequalled for Business, Sightseeing, or pleasure, the cable and electric car system bring them in rapid and direct connection with every steamer dock and Rail Road Stations, all the great stores, theatres, and every attraction of the city, seashore, or suburbs.

Send for Tariff of Charges.

TILLY HAYNES, Proprietor.

CAFE SCHUMANN.

Is a well known Restaurant and Bakery, 127 and 129 4th Ave., between 12th and 13th Sts. It is a branch of "Old Stand", 383 Bowery, between 5th and 6th Sts.

Nearer to the Austrian-Hungarian district, No. 156 Second Ave., is the *Cafe Boulevard*, a Vienna Restaurant. On certain evenings a Hungarian Gypsy Band gives concerts here (no entrance fee is charged). Many of the European news-papers may be found in the reading room. This place has Summer and Winter Gardens, and gives very good meals, Table d'hote and a la Carte. Imported beers are always on draught. *Cafe Boulevard* is much appreciated by all lovers of Chess-playing.

"THE ROOST".

249 W. Fourth St., corner Charles Street is a cafe, where prominent gentlemen from the provinces of Prussia meet. It is a safe and good resort. Among the up-town Cafes we may direct attention to the following: Near the west entrance of Central Park at the Northwest cor. of Grand Circle is situated an ideal resting place for promenaders and bicyclists and other pleasure seekers, and visitors of the lovely and well known Park; it is the *Klondyke Hotel*, prop. A. Ruehl. There is a concert every evening. On Sunday an Hungarian and German orchestra alternate from 2 p. m. to 12 in the evening. The best imported and domestic beers are on draught, among them the celebrated Kress special Brew; the imported wines are of the choicest quality, and the cuisine is unexcelled.

AUG. F. SCHMIDT, HOTEL AND RESTAURANT.

411 Boulevard, cor. 30th St. It is a resort for gentlemen, and rooms are rented to gentlemen only.

THE CENTURY HOTEL AND SUMMER GARDEN.

Is 216 W. 84th St., near the Boulevard. It is a popular resort for wheel-men, who rest here and refresh themselves after a good ride.

The most important thoroughfare in Harlem is 125th St.; in this street, West No. 149, near Seventh Ave., *Hollender's Restaurant* is located. It is a finely appointed establishment, frequented by the best society, and should not be missed being visited. The table at Hollender's is excellent, and the beers, imported and domestic, are of the best. There is every evening a good Chamber Music Concert.

PARK HOUSE HOTEL.

Is still further up-town, 815 Columbus Ave., cor. 100th Street. It is a good restaurant. Board and furnished rooms by the Day or Week, to gentlemen only.

In the most prominent thoroughfare in Harlem, 125th St., at No. 149, West, will be found "Hollender's Hotel, Restaurant and Palm Garden", the largest place in Harlem. This establishment is a first class resort in every respect, frequented by the best society, and runs through from 125th St. to 126th St., having also a separate entrance in 126th St. Everything served is of the best quality and the place is well worth a visit.

GENERAL REMARKS.

Since January 1st of this year the northern boundary of the city reaches Yonkers, Mount Vernon and New Rochelle; the limits include all of Kings County, that is Brooklyn, and as much of Queens County, Long Island, as lies West of a line from Great Neck to Rockaway, embracing Long Island City and its suburbs, and the whole of Richmond County (Staten Island). This gives an area of about 320 square miles, and includes a population of 3,000,000 making New York the second city of the world. The real metropolitan life is concentrated in the original part of this immense territory, on Manhattan Island, and the other districts are still known and called as their names were before the consolidation. The original New York Bay, at junction of the Hudson or North River, which forms its western shore, and of the East River, as the

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Eigenthümer.

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HOW TO TRAVEL.

If you are going to travel it is important to know about the proper season, climate, altitude, resorts and hotels of the places to be visited and the most desirable routes for reaching them. The success of your trip will depend largely on your knowledge of these questions. Unbiased advice about everything pertaining to travel can be had on application: We might add that our tours offer the best facilities for traveling comfortably and with the greatest possible relief from those annoyances which often mar a trip that would otherwise have been a source of benefit and pleasure, but we supply also railroad and steamship tickets at lowest rates to all parts of the world.

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Brooklyn.

narrower portion of Long Island Sound is named, which separates it from Brooklyn. It occupies the entire surface of Manhattan Island, Randall, Ward, and Blackwell Islands in the E. River, and a portion of the mainland, N. of Manhattan Island, separated from it by Harlem River and Spuyten Duyvel Creek. Governor's Bedloe, and Ellis Islands, in the Bay, are used by the United States Government. Ellis Island is used as the landingplace of immigrants. The extreme length, north from the Battery, is 16 miles and the greatest width from the Hudson to the mouth of Bronx River, 4 miles. The older portion of the city, below 14th St., is somewhat irregularly laid out. The plan of the upper part includes avenues running N. to the boundary of the island, and streets running across them at right angles from river to river. The avenues are numbered from the east to 12th Ave. east of 1st Ave. in the widest part of the city are Aves. A,B,C, and D. Above 21st, between 3d and 4th Aves., is Lexington Ave., and above 23d St., between 4th and 5th Aves., is Madison Ave.; 6th and 7th Aves. are intersected by Central Park. Above 59th St., on the west side, 8th Ave. is known as Central Park west; 9th Ave. as Columbus Ave.; 10th Ave as Amsterdam Ave.; 11th Ave. as West End Ave., while extending along the line of the Hudson River N. from 72d St. is Riverside Ave. St. Nicholas Ave starts from 110th and Lenox, the name given to 6th Ave. above Central Park, and extends northward from 100th St. to 123d St., and thence westward to 130th St. and North River. Morningside Ave., east and west, are on either side of Morningside Park, between 110th St. and 123d St. Above 125th St. and in the annexed district the avenues and streets are still somewhat irregular. The streets are numbered consecutively N. to 225th St., at the end of the island; 21 blocks including streets, average a mile. The house numbers on the avenues run N.; those on the streets E. and W. from 5th Ave. The city is compactly built to Harlem, about eight and a half miles from the

Battery. Distances are usually estimated from City Hall.

MODES OF CONVEYANCE.

Elevated Railways. The system of elevated railroads, which embraces trains of cars drawn by steam locomotives, now consists of four main double-track lines, and a few short branches. All come together at the southern extremity of the island in a terminal station at South Ferry alongside the Battery. Two lines are on the West Side and two on the East, and all run to the Harlem River, one (the "Suburban"), continuing beyond, through Mott Haven and Morrisania, to 172d St. These trains run at intervals of one to two minutes (or even less, during the busiest hours of morning and evening) all the day and evening; but the Ninth Av. line does not run after nine o'clock at night, and from midnight to sunrise the intervals between trains are from seven to fifteen minutes.

Strangers should be careful to note the sign at the foot of the station stairs which informs them whether that station is for "up-town" or "down town" trains. The fare on all roads and for all distance is 5 cents. A ticket must be bought and thrown into the gateman's glass "chopper" box at the entrance to the platform. On the West-Side, certain trains going down-town take the Ninth Ave. route, while others go via Sixth Ave.; others run only as far as Cortlandt or Rector Streets, instead of going to the ferry. Up-town West Side trains go both to Harlem and 58th St. (Central Park). On the East Side, going down, some trains go to South Ferry and others to the City Hall; and up-town, both Second and Third Av. trains use the same track from the Battery to Chatham Sq. and must be distinguished. The gatemen usually call out the destination of each train as it approaches, but anyone may quickly learn to recognize the signs on the locomotives, and the confusion is really not so great as it appears to be. All of the roads are now consolidated and under the single own-

ership and management of the Manhattan Railway Co.

The Ninth Avenue Line. Is the oldest, a part of it having been constructed as early as 1870. It extends from the Battery up Greenwich St., passing Washington Market and overlooking much of the North River water-front, and has stations close to Liberty, Desbrosses, and Christopher St. ferries. At West 14th St. it swings into Ninth Av., runs along it to 59th St. where it joins the Sixth Av. line. Its upper stations are at 14th, 23d, 34th, 42d, 50th, and 59th Sts.

Sixth Avenue Line. This is the main West Side line. From South Ferry it skirts Battery Park, to Battery Place, which is the station for Coney Island and other steam-boats that sail from pier I, N. R., and for the Washington Building, Produce Exchange, foreign consulates, steamship offices, and lower Broadway generally. The course is then up New Church St. Rector St. is the station for Wall St.; Cortlandt St. is the station for Jersey City and Communipaw ferries; for the Glen Island boats; Park Place, is the station for Newspaper Sq., the Post Office, City Hall, Court House, and Brooklyn Bridge. The line now turns one block west through Murray St. to the station at Chambers St. The course is next up West Broadway through the wholesale grocery and dry goods district. Franklin, Grand, and Bleeker are the street stations, the last in the French quarter and close to Washington Sq.

Turning west through W. 3d St., the line is carried over to the foot of Sixth Av., and its next station, at 8th St., is under the shadow of Jefferson Market and the clock-tower of the attached police court and prison. The stations at 14th, 18th, 23d, and 28th Sts., are the stations for the retail trade and in proximity to the Theatres. So are 33d and 42d Street Stations, at the 50th St. station, passengers for Central Park change cars, unless they are on a Central Park train, which will carry them straight ahead to 58th St. and a Park entrance.

. The Harlem trains turn westward and pass through 53d St. (with a station at Eight Av.) to Ninth Av., where the line again turns northward up Ninth Av. The stations on this Avenue are at 59th, 67th, 72d, 81st Sts. (stations for the American Museum of Natural History), 93d, and 104th Sts. The track is here at a considerable height above the pavement, but at 110th St. it turns eastward to Eight Av. and then turns up that avenue upon an iron trestle-work which is an example of audacious engineering. The ground is low here, and the track is carried across it on a level with the fifth-story windows of the houses.

This makes an elevator necessary to reach the station platform at 116th St. A few blocks beyond St. Nicholas Av. the ancient country road to King's Bridge and Albany is crossed diagonally, the density of the population increases, and the next stop is in a lofty station at Harlem (W. 125th St.), where the busy appearance of a down-town avenue meets the eye. Change here for the cable road to River Side Park, Ft. Lee Ferry. Near 135th St. station is the great R. C. Convent of the Sacred Heart. The engine-houses and shops of the company are at 145th St. or Carmansville station; and half a mile beyond it, the terminus is reached at 155th St. Here is the Harlem River, and the great iron viaduct overhead, which continues W. 155th St. by an easy slope from Washington Heights down to the new McComb's Dam bridge, which forms the great driveway to King's Bridge Road and the north. This viaduct overlooks the Polo Grounds and a long stretch of the Harlem Valley.

This station is the terminus of the New York & Putnam R. R. which goes northward into Putnam County; by it are reached (within the city limits) High Bridge, Berkeley Oval, Morris Heights, Fordham Heights, Kingsbridgeville, and Van Cortlandt — the last-named station for the great Van Cortlandt Park and Lake, where the best skating in this part of the State is obtainable, whenever there is ice anywhere. The trains

run every few minutes, especially on Sunday, and some connect through into New England. A branch, diverging at Van Cortlandt Park, forms a rapid transit line to Yonkers. As the road is owned by the New York Central Company, tickets to and from Yonkers are good on the Hudson River R. R. to the Grand Central Depot, and vice versa.

The through time from South Ferry to Central Park by the Sixth Av. line is 28 minutes; to 155th St. one hour.

The Third Avenue Line. — Runs from South Ferry along water St. to Jeanette Park. It then turns into Pearl St., and makes its first stop at Hanover Square, the station for Wall St. Winding on through narrow Pearl St., Fulton St. is next reached, close to Fulton Ferry and Market; the ingenuity with which a portion of the old United States Hotel has been converted into entrances and station rooms, securing a platform in the narrow street is worth attention. At Franklin Square, the next station, you are right under the approach to the Brooklyn Bridge. From Franklin Square, up the new Bowery, the train passes through the rough region of the Fourth Ward. Chatham Sq. is the busiest elevated station in New York. Here the branch from the City Hall comes

in and the Second Av. Line begins. There are two platforms, and passengers should be careful to learn whether they do not need to change cars here to reach their destination. The station covers the upper part of the "square", which is formed by the intersection of several streets.

The Bowery begins here. It is northward, up the Bowery, that the Third Av. line proceeds. The stations in the Bowery, are at Canal St., Grand St., and Houston Street. The next station is on Third Av. at Ninth St. The other stations on Third Av. area at 14th, 18th, 23d 28th, 34th Sts. (here a branch line runs east to the Long Island Ferry), 42d (branch line west to Grand Central Depot), 53d, 59th, 67th, 76th, 84th, 89th, 98th, 106th, 116th, 125th and 129th Streets. Here passengers going farther must change to the suburban branch, which carries them to 172d St. and Third Av. (Tremont).

Second Avenue Line. — Begins at Chatham Sq., and passes thence northward through Division, Allen, and First and Second Avs. to the Harlem River, where it connects with the terminus of the suburban road spoken of above. Its stations are Chatham Square, Canal St. (near Essex Market and Police

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Court), Rivington St., Houston St., St. Mark's Place, 14th St., 19th St., 23d St. (where the road turns from First into Second Ave.).

34th St. (Long Island R. R., and Manhattan Beach), 42d St., 50th St., 57th St., 65th St., 70th St., 80th St., 86th St., 93d St. (Astoria ferry), 105th St., 111th St., 116th St., 120th St., and the Harlem River terminus. The time between Chatham Sq. and Harlem is about 35 minutes.

It only remains to mention that an elevated Ry. station is at the

New York terminus of the Brooklyn Bridge, beside the City Hall, and near the Post Office. Alternate trains on the Third Av. go thither without change; from the Second Av. line, change at Chatham Sq. for Second Ave. line. There is direct communication between the platforms of the Bridge cars.

Street Cars. — Cable, electric, and horse-cars run through all the principal Streets except 5th Av. and afford excellent means of communication. They may be classed as

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avenue lines, running North and South, and crosstown lines running between the ferries of the North and East Rivers. There is one line of stages, plying along 5th Av. between Washington Square and the Metropolitan Museum of Art 72d St., fare 5 cents. Manhattan is kept in communication with the surrounding shores, by large boats, making regular trips, between certain points, these ferries are the following.

To *Astoria*. — From E. 92d St., every 15 minutes.

To *Bay Ridge* and *Coney Island* routes. — From the Battery half-hourly.

To *Bedloe's Island* (Statue of Liberty). — From the Battery, hourly to 7,30 p. m.

To *Blackwell's Island*. — Foot of E. 26th St., twice daily.

To *College Point*. — From E. 99th St., hourly during daylight, calling at North Beach.

To *Brooklyn*. — As follows:

To 39th St., South Brooklyn, from the Battery.

To Hamilton Av., from the Battery.

To Atlantic Av.; from the Battery.
To Montague St. from Wall St.
(does not run evenings or Sundays).

To Fulton St. from Fulton St.
To Bridge St. from James St.
To Main St. from Catherine St.
To Broadway, E. D., from Roosevelt St.

To Broadway, E.D., from Grand St.
To Grand St., E. D., from Grand St.
To Grand St., E. D., from Houston St.

To Greenpoint (Brooklyn, E. D.)
from E. 10th St.

To Broadway, E. D., from E.
23d St.

To Greenpoint, E. D., from E.
23d St.

To *Fort Lee*. — From W. 129th
St., half-hourly via Undercliff.

To *Governor's Island*. — From
the Battery, hourly.

To *Hoboken*. — As follows:

To First St. (D. L. & W. R. R.)
from Barclay St.

To the same point, from Christopher St.

To 14th St. (Elysian Fields),
from 14th St.

To *Jersey City*. — As follows:

To Communipaw (Central R. R.
of N. J.), from Liberty St.

To Montgomery St. (Pennsylvania R. R.) from Cortlandt St.

To the same point, from Desbrosses St.

To the same point, from W.
23d St.

To Pavonia Av. ("Erie" R. R.),
from Chambers St.

To Bay St., from W. 13th St.

To Pavonia Av. ("Erie" R. R.),
from W. 23d St.

To *Long Island City*. — As follows:

To Hunter's Point (Long Island
R. R.), from James Slip.

To the same point, from E.
34th St.

To *Staten Island*. — To St.
George's (S. I. Rapid Transit R. R.),
from the Battery, half-hourly till mid-
night.

To *Weehawken*:

To West Shore R. R. station,
from Franklin St.

To North Weehawken, from W.
42d St.

To West Shore R. R. station,
from W. 42d St.

Besides the ferries, communication
with, Brooklyn and the part of the
city, situated north of the Harlem
River, is made by bridges. The East
River or Brooklyn Bridge is a magni-
ficent structure.

Its terminus in New York, is op-
posite City Hall Park; the terminus
in Brooklyn is in the Plaza at Fulton
and Sand Sts., where all the Elevated
railroads have their termini, in a
covered Union Station. The bridge
has two drives, a foot walk, paved
with asphalt and a double track
cable railroad. The walk across is
delightful and seats are scattered
along the broad promenade. The
fare on the bridge-car is 3 cents,
two tickets are sold for 5 cents. The
average number of persons crossing
the bridge is about 100,000 daily.
The total length is one and a quarter
miles, the width 85 ft., the height
above the water in the center is 135
feet. This triumph of engineering
was planned by Col. John A. Roe-
bling and built by his son Washington
Roebling, it was 13 years construct-
ing, and cost about \$15,000,000;
considered as one of the wonders
of the world, no visitor should miss
seeing it.

The most interesting hours are
between 4 and 6 o'clock in the
afternoon.

Several large bridges cross the
Harlem: there is a railway bridge
at Second Av.; an iron draw-bridge
for general traffic at Third Av.; a
great draw-bridge, which brings all
the railways centering in the Grand
Central Depot, at Fourth Ave.; an-
other bridge spans the River at
Madison Av. Next comes the New
York Central Bridge, just above it
is the railway bridge of the New
York & Putnam R. R., further up,
is High Bridge, the Croton Aqueduct
across the Harlem River Valley at
175th St. A short distance above
it another remarkable structure, called
the Washington Bridge, spans the
stream.

Churches. — There are nearly 500
churches of all denominations in the



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city, and at any of them the visitor is sure of a polite reception. The following are the principal of those the Sunday services of which are most attended by strangers: Trinity Church (Episcopal), in Broadway, opposite Wall St., with cathedral choral service; Trinity Chapel (Episcopal), 25th St., near Broadway; St. George's (Episcopal), in Stuyvesant Sq., E. 16th St.; Grace Church (Episcopal), Broadway, near 10th St., fine music; and St. Mary the Virgin (Ritualistic), 135 W. 46th St. Of the Roman Catholic churches, the Cathedral of St. Patrick (5th Ave. between 50th and 51st Sts.), St. Leo's (11 E. 28th St.), and St. Stephen's (149 E. 28th St., famed for its musical services), are most attended.

The Presbyterian churches of Dr. John Hall (cor. 5th Ave. and 55th St.) and the Brick Church (5th Ave. and 37th St.) are very popular; also the Methodist Madison Ave. Church (cor. 60th St. and Madison Ave.); the Unitarian Church of All Souls (cor. 4th Ave. and 20th St.), and the Church of the Messiah (cor. Park Ave. and 34th St.); the Universalist Church of the Divine Paternity (cor. 5th Ave. and 45th St.). Among the Baptist churches are Fifth Avenue (6 W. 46th St.) and Judson Memorial (S. Washington Square); the Congregational Tabernacle (cor. Broadway and 34th St.); the Reformed Dutch Collegiate Churches (cor. 5th Ave. and 29th St. and cor. 5th Ave. and 48th St.); the Swedenborgian Church (114 E. 35th St.); and the Moravian (cor. Lexington Ave. and 30th St.).

The Sabbath (Saturday) services of the Jewish Temple Emanuel (5th Ave. cor. 43d St.) are very impressive, and the interior decorations of the building remarkably rich. The newspapers on Saturday and Sunday give the place and time of the most important services of the ensuing Sunday.

Theatres and Amusements. The Metropolitan Opera-House, in Broadway, between 39th and 40th Sts., is the home of the grand opera during the winter season; also many of the large balls are given there.

Other places of amusement include

the Academy of Music, Irving Place cor. 14th St.; American Theatre, 42d St., between 7th and 8th Aves.; Bijou Theatre, Broadway, near 30th St.; Broadway Theatre, cor. Broadway and 41st St.; Casino, cor. Broadway, and 39th St.; Columbus Theatre 112 E. 125th St.; Daly's Theatre, cor. Broadway, and 30th St.; Empire Theatre, cor. Broadway and 40th St.; Fifth Avenue Theatre, cor. Broadway and 28th St.; Fourteenth St. Theatre W. 14th St., near 6th Ave.; Garden Theatre cor. Madison Ave. and 27th St.; Garrick Theatre, 35th St. and 6th Ave.; Grand Opera-House, cor. 8th Ave. and 23d St.; Harlem Opera-House, 125th St., west of 7th Ave.; Herald Square Theatre, cor. Broadway and 35th St.; Hoyt's Theatre, 24th St., west of Broadway; Irving Place Theatre, Irving Place and 15th St.; Knickerbocker Theatre, cor. Broadway and 38th St.; London Theatre, 235 Bowery; Lyceum Theatre, 4th Ave. near 23d St.; Murray Hill Theatre, Lexington Ave. near 42d St.; Proctor's Pleasure Palace, 58th St. near 3d Ave.; Proctor's Theatre, 139 W. 23d St.; Manhattan Theatre, Broadway and 33d St.; Star Theatre, Broadway and 13th St.; Thalia Theatre, Bowery south of Canal St.; Union Square Theatre, 14th St., near Broadway; Wallack's Theatre, Broadway and 30th St. — Chickering Hall, cor. 5th Ave. and 18th St., Carnegie Music Hall, cor. 57th St. and 7th Ave., are concert and music halls; also Koster & Bial's, W. 34th St., near Broadway; Weber & Fields, W. 29th St. near Broadway; and Olympia Music Hall, Broadway and 44th St.

The Eden Musee, in 23d St. between 5th and 6th Aves., is devoted to wax-works. *Summer-night Concerts* are given at the Lenox Lyceum, cor. Madison Ave. and 59th St., and at Madison Square Garden, Madison Ave. and 26th St. *Horse-races* at Morris Park, under the auspices of the New York Jockey Club; and at Sheepshead Bay near Coney Island, under the auspices of the Coney Island Jockey Club, near Brooklyn.

Industries and manufactures. New York is the foremost manufacturing city in America. There are about

11,000 factories, making upwards of \$ 500,000,000, of goods yearly...

There is hardly an industry, which is not represented in this city. Interesting indeed is an inspection of some of these stupendous enterprises; of all the industries which have developed into high eminence, the manufacture of pianos, has probably made the most pronounced and rapid strides, not only as regards the great number of instruments turned-out yearly by numerous houses engaged in this business, but also by the excellence of the manufacture. If you would like to see how a piano is made out of some raw materials, visit the great *Sohmer factories at Astoria*.

Mess. Sohmer & Co. have without doubt one of the finest and best equipped pianoforte factories in the world. Standing six stories in height, with large entrances to the yards, offices, etc. they present an imposing appearance. The Sohmer factories are near 92d St. ferry, and from the tower of the main building a most beautiful view may be taken of the surrounding country. The East River and its islands, with the public institutions can also be seen, and persons on board of steamers going up or down the river, are able to judge for themselves of the magnitude of the factories. The warerooms of Mess. Sohmer & Co. are Fifth Avenue corner 22d St.

A special feature in American customs is the large consumption of ice cream, the largest manufacturer of ice-cream in the world is the *J. M. Horton Ice-Cream Co.* They supply nearly all the Transatlantic steamers with ice-cream. This concern has depots, in New York at 305 Fourth Av., 598 6th Ave., 110 E. 125 St., and in Brooklyn at 495 Fulton St. and 478 Fifth Ave.

One of the most prosperous and flourishing industrial enterprises is the splendid Brewery of *Piel Bros.*, located in East New York. The brewery is reached from Brooklyn Bridge by the Kings County Elevated Railway or the Union Elevated Road. Passengers alight at Atlantic Ave. or at Alabama Ave. Station;

from there it is only a short distance to this interesting manufactory. Visitors are well received at the brewery and may get an impression of the high standard to which the brewing industry has been brought to in the United States.

Piel's Beer is on draught in most of the prominent places in New York City and is well appreciated as one of the best domestic beers in the country.

In connection with the East New York Brewery is a hotel, beer-halls and restaurant. The best society has elected this place for its Rendezvous and place of recreation. Among the many things to be seen there is a large collection of drawings by Allers. No visitors should fail to inspect the East New York Brewery.

Another art-industry, recognized by all to be of the greatest excellency, is photography. Photographs of New York and vicinity are sold at *Rockwood Phot.* 1140 Broadway; there are also amateur photographer's specialties, developing, etc.

American homes are renowned for their artistic interior and comfort.

To receive an impression of the high artistic standing of enterprises, which deal in artistic home-decorating, visit, *J. F. Douthitt, American Tapestry and Decorative Co.*, 286 5th Ave., near 30th St.

For those who want to build their home here, we direct the attention to the following addresses:

Eugen F. Cachel, 829 Amsterdam Ave., builder and framer.

William Winter, 189 W. 101 St., painter and decorator.

John Wegmann, 842 West Boulevard, painter, decorator, and hard-wood finisher.

A. W. Anders, 74 W. 99th St., decorator, and upholsterer.

J. Graetzer, 874 Amsterdam, upholsterer and decorator.

Fred. Wm. Giesenhaus, 81 Washington St. Hoboken, painting and paperhanging.

Iron Works. - C. Bartsch, 158 W. 100th St.; specialty, burglar alarms.

Real Estate, — transactions: Chr. Smith, 274 W. 135th St.

For lovers of the weed, we can recommend:

C. M. Freudenhammer, 334 E. 80th St., manufacture and wholesale dealer in fine cigars.

Henry Loewe, 815 Amsterdam Ave., cigar store.

Schinasi Bros., 48 Broad St., manufacturers of original Egyptian Cigarettes.

Fraenkel Cigar Company, 14th St. and Union Square west, importers and dealers in fine cigars.

Beer importers and dealers: Aug. Lüchow, 108 to 114 E. 14th St., Würzburger Hofbräu.

Rudolph Oelsner, sole agent for Pilsener Bürger-Bräu, and Nürnberger Beer.

O. Meyer & Co., sole agent of Annheuser Busch Brewing Association, St. Louis; offices in New York, 24 to 27 West St., 12th Ave. cor. 130th St.

Fr. Hollender & Co., 115, 117 et 119 Elm Street, 193, 195, 197 Centre Street. Sole Agents for the U. S. of German Empire Exp. Brewery, (Kaiser Beer) Bremen. First Actien Export Brewing Co., Pilsen. G. Sandler's Export Brewery, Culmbach. Brewery „Kochelbräu“, Munich. Fr. Erich's Export Brewery, Erlangen and Würzburger Beer.

Optician: A. Bechtold, 126 E. 23d St.

G. Untermann, manufacturer of Orthopaedic Appliances, 193 Third Ave.

HEALFH INSURANCE is open to all—Men, Women and Children. A chief cause of illness, and often of death, is Chill! Against this insidious foe Dr. Jaeger has shown that there is only one *permanent self-working* defence, *viz.* Clothing which is non-heat-conducting, and which maintains all parts of the body at an equable temperature. Clothing which insures health must be made *throughout* of *pure woolen* materials, for wool is non-heat-conducting while linen and cotton are rapid heat-conductors, and quickly cause chill, especially when wet or damp. Witness the icy, clammy feeling of a wet linen shirt, and the fearful danger of sleeping

in damp linen or cotton sheets! On the other hand, how comfortable and safe an athlete feels in his flannels!

It is of the utmost importance that the clothing should be *porous throughout*, in order to facilitate the evaporation of the watery vapor which is *continually* exhaled from the skin, and which conveys from the body matters that are highly injurious if repressed or retained. Linen and cotton underclothing and linings retain the perspiration and throw it back and are therefore unhealthy, while the Porous Woolen Jaeger Clothing encourages and maintains the full activity of the skin.

These considerations are of even more weight in warm seasons and climates than in cold. When the skin is most freely exhaling, the necessity of free evaporation, and of protection from a chill which would check the perspiration, is greatest. The light Jaeger Woolens are the *coolest* as well as the *safest* wear in warm weather and in hot climates.

Those who do not want to go out for Turkish Bath, may address the Medical Vapor Bath Company, 29 Murray St. see advertisement.

Insurance: Equitable Life Assurance Society, 120 Broadway.

Bankers: Ladenburg, Thalmann & Co., 46 Wall St.

HOW TO TOUR MANHATTAN.

We recommend "doing" the city by quarters and to begin with the "Down-town District." Near the hotel is a station of either the 6th or 3rd Avenue Elevated Railroad, or the Broadway or Lexington Cable car lines, which all convey the tourist to *Battery Place*, a finely laid out park, with a splendid view over the Bay. The park is protected by a massive granite seawall. In the early years of the city, it was the site of a fort and later on, was the fashionable quarter.

At the southwest end is *Castle Garden*, now used as an *Aquarium*. At the S. end is the *U. S. Revenue barge office*, and adjoining is the statue of *Ericsson*. Just E. of the

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CAFÉ BOULEVARD

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VIENNA RESTAURANT Summer Gardens Front and Rear.

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HUNGARIAN GYPSY BAND.

I. H. ROSENFELD, Prop.,

NEW YORK.





Battery is Whitehall St., which we follow up passing the *U. S. Army Building* to *Bowling Green*.

This is a small oval of shrubbery in a triangular space at the foot of Broadway it is the oldest park in the city and was the market place in the early days of the Dutch-Town. During the English reign a park was made of it. Here was erected the leaden statue of George III, which the Americans pulled down in 1776, and out of which they moulded bullets to fire at the English.

The park is ornamented by a bronze statue of *Abraham De Peyster*, who was, in 1700 about, the principal merchant and most influential publicist in New York. The row of six buildings facing *Bowling Green* on the S. side covers the location of the Dutch and English Fort.

At No. 1 Broadway stands now the *Washington Building*; it is the site of a house built in 1760 by Archibald Kennedy, the collector of the port, and was successively the head-quarters of Lord Cornwallis, Lord Howe, Gen. Sir Henry Clinton, Gen. Washington, and Talleyrand.

Straight across *Bowling Green* in *Whitehall St.* is the *Produce Exchange*.

This building is 300 by 150 feet in ground dimensions, 116 feet high to the cornice of the roof, and 225 to the top of the tower. It stands upon a foundation of 15,000 spruce piles, and is fire-proof throughout.

Several large entrances admit to the corridors, where are a branch post-office, the offices of the Produce Exchange Bank, and several other corporations. Nine elevators are constantly running, and visitors may

easily go to the foot of the tower, where they are permitted to ascend the stairways to its summit.

Leaving the Produce Exchange by the Beaver St. entrance, we may enter the interesting Restaurant of *Wiehl & Widman*, and then walk eastward through Beaver St. to Broad St., with the beautiful *Morris Building* on the corner. Beaver St. is filled with offices of representatives of foreign and domestic wine and liquor dealers.

On the other side of Broad St. the *Cotton Exchange* comes suddenly into view, where all the dealings in cotton in the United States concentrate. The opposite corner of Beaver and William Sts. is covered by the splendid building of the *Corn Exchange Bank*, the third corner, by a magnificent structure occupied by the *Farmer's Loan & Trust Company*, and the fourth corner by *Delmonico's Restaurant*. A few steps farther and we are on Hanover Square, where we may refresh ourselves at *Johnson's Restaurant and Cafe* in the Old Cotton Exchange.

Following up Pearl St. we turn into *Wall St.*, the financial center of the United States. The houses on both sides of Wall St. are filled with the offices of Bankers and Brokers. The block between Hanover and William Sts. is occupied by the *Custom House*; it is a massive structure of granite, with an Ionic portico sustained by granite pillars and reached by a broad flight of steps, making an imposing effect. The interior is one great rotunda, covered by a dome. A bridge across Exchange Place connects this

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With one of these Bath Cabinets you can enjoy the benefits and blessings of a Turkish, Russian Medicated Vapor or Hot Air Bath, and without trouble at your bedside, sick or well. Cures Rheumatism, Liver, Skin, Kidney, Blood and other diseases. Promotes healthy sleep and makes one feel like a new man.

Bath Cabinet is made of anti-septic rubber cloth, held together and in place by copper frame rings. Not affected by heat, cold or moisture; adjusted and handled easily by anyone. Easily packed in a case 15 inches square and 22 inches high, and set away anywhere.

Whole outfit, including copper rings, case and alcohol lamp, only Doll. 5, and will last a lifetime. All one has to supply is an ordinary wooden chair beneath which the lamp is placed.

All necessary instructions sent with bath. — Costs only TWO CENTS for each bath. — Satisfaction guaranteed or money refunded. — Send cash with order. — Send 2 stamps for catalogue. 25

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Cuisine and Service.

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Lunch from 12 to 2,30, 0,50 cent. 42

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Henry D. Koebe's Cigar Store

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CIGARS * CIGARETTES * TOBACCO.

rotunda with a second building where other offices are. Opposite the Custom House, No. 46 Wall St. is the magnificent *building of the Bank of America*, where the offices of the famous banking house of *Mess Ladenburg Thalmann & Co.* are located. Then follows a cluster of very striking buildings lately erected and magnificent in all their interior appointments. Corner Wall and Nassau Sts. on the up-town side, is the *Assay Office* and *Sub-Treasury of the United States*. The Assay Office No. 30 Wall St. is the oldest building in the street. It is open to visitors from 2 to 4 p. m. and is well worth a visit.

The Treasury stands upon the site of the old Dutch City Hall and of the subsequent Federal buildings, where Washington was inaugurated first President of the United States, in 1789. The broad flight of steps is now broken by a pedestal bearing J. Q. A. Ward's colossal bronze statue of *Washington Taking the Oath*, which was paid for by popular subscription, and unveiled in 1883.

The street running down-town opposite the Treasury is Broad St., where several cable and telegraph offices, some enormous office buildings and the front of the Stock Exchange are conspicuous.

The New York Stock Exchange occupies a building extending through from Broad to New St., with a passage-way from 15 Wall St. No one except members is allowed upon the floor. In the basement are extensive safe deposit vaults, and the upper stories are occupied by offices. The hours are from 10 a. m. to 3 p. m., and members are forbidden to make any transactions except during those hours. The dealings are wholly in stocks, bonds, and other securities which have been recognized or "listed" by the Exchange. The most prominent of these are represented by name upon iron standards scattered about the floor, around which the selling and buying of those particular securities goes on.

A younger organization with similar purposes, is

The Consolidated Petroleum and Stock Exchange, which has occupied

since April, 1888, a noble building with large accommodations for business, at the corner of Broadway and Exchange Place.

The street at the side of the Sub-Treasury is Nassau, which runs straight north to City Hall Square, the lower part of this street is occupied wholly by banking houses and office buildings. Corner Wall and Nassau Sts. opposite the Treasury is the white-stone edifice of the *Manhattan Trust Company*. Corner Nassau and Cedar Sts. is the lofty and ornate *Bank of Commerce Building*. In Cedar St. between Nassau St. and Broadway is the New *Bank Clearing House*. It is, in many respects, the most beautiful building in New York. The rooms of the Clearing House Association, comprising sixty-six banks, are on the upper floor beneath the skylighted dome. The ground floor is occupied by the *Chase National Bank*, whose offices are finished in marbles, gilded stucco, and artistic metal work.

We now turn into Broadway; some of the costliest business structures in the city are in Broadway below Wall St. The offices of the North German Lloyd are on Bowling Green corner Whitehall St. We mentioned already the Washington Building No. I Broadway. We pass the remarkable *Bowling Green Building*, which is valued at \$ 3,600,000, then on the right side *Welles Building*, the massive structure of the *Standard Oil Company*, on the left side at No. 45, the antique entrance of *Alridge Court*; on the E. side of Broadway the *Manhattan Life Insurance Company* at the cor. of New St.; the cupola of this building contains the office of the U. S. Weather Bureau. A little farther up we come to *Trinity Church*, looking straight down Wall St. The church yard and church are open to visitors at all hours, it is in Gothic style of brown-stone and is 192 ft. long, 80 ft. wide, and 60 ft. high, it has richly stained glass windows and the finest chime of bells in America. The Astor memorial Reredos is remarkable; it is 33 ft. wide and about 20 ft. high, its materials are marble

glass and precious stones, the carving is very elaborate. W. W. Astor erected in 1894 memorial bronze-doors, costing \$100,000. The graveyard surrounding the church contains many venerated tombs, among them those of Alexander Hamilton, Captain Lawrence, Robert Fulton, and Charlotte Temple. In the northeast cor. is a Gothic Monument erected to the memory of the patriots who died in New York during the Revolution.

Corner of Broadway and Pine St. is the *Building* of *The American Surety Company*, the loftiest commercial edifice in the world, having 21 fire-proof floors in addition to basements. At No. 120 Broadway rises the palatial home of the *Equitable Life Assurance Society*.

This towering and sumptuous structure should not be neglected by the sight-seer. Its broad ground-floor corridor runs straight through to Nassau St., and forms a brilliant arcade, paved, walled, and adorned with vari-colored marbles, and illuminated by electricity, along which elegant little shops and restaurants are arranged. The letter chute and pneumatic despatch tubes on this floor should be looked at, too. In the basement is a grand array of hydraulic pumps and other machinery, and the largest electric lighting plant in the city devoted to a single establishment. Taking any one of the several elevators the visitor may be carried to the top story and ascend to the roof, where an extensive view of the city is obtained — a pleasure which no one ought to forego.

We pass then Liberty Street and Cortland St. devoted largely to machinery depots; Maiden Lane, the abode of jewelers; Dey St. with the *Western Union Telegraph Company's Building*; and Fulton Street, the latter extremely busy all the way to *Fulton Market* on the East side and *Washington Market* on West side. Here begins the long list of newspapers, which congregate between Fulton St. and the Brooklyn Bridge. Corner of Fulton St. and Broadway, is the lofty building of "*The Evening Post*", opposite, on Broadway, is the ornamental

home of "*The Mail and Express*". Opposite is *St. Paul's Church*, the *Astor Building*. We are now in front of the POST OFFICE, a large building at the junction of Broadway and Park Row. The structure is five stories high, besides a basement. About 2500 men are employed in the New York Post Office for handling the 900,000,000 letters, newspapers etc. going through this office annually. The *General Delivery* (poste restante) windows are near the front entrance; the stamp selling windows are on the Broadway and Park Row sides. Letters can be asked for and stamps bought all night, as well as during the day. On Sunday, the office is open from 9.00 a. m. — 11.0 a. m. only. The *Money Order*, *Registered Letter* and other special offices, are upstairs and open from 9.00 a. m. to 5.00 p. m.

Broadway stretches northward, west of the Building and Park Row East, towards the *Bowery*. At the rear of the Post Office is *City Hall Park*. Just across from this park is *Printing House Square*, an open paved space, the center of which, is occupied by a *Statue of Benjamin Franklin*. Around this limited space are published: "*The Tribune*", in front of which is the *Statue of Horace Greeley*, the founder of this famous paper; "*Journal*", "*Sun*", "*World*", "*Press*", "*Times*", "*News*", and "*Staats-Zeitung*". The *Cupola* of the *World Building* is open to visitors daily from 9—1. The rush and turmoil of traffic at this point are simply indescribable. We are at the entrance to the Brooklyn Bridge, which is best visited now, provided the visitor has no time to tour Brooklyn. Turning to the left, we are on *City Hall Square*. The brown stone house, close to the bridge, is the *Hall of Records*. The *City Hall* is in the center of the square. The building was completed in 1812, being universally admired for its pure design and marvellous execution of each detail. Within the building, the only attraction for the visitor is the *Governor's Room*, containing many portraits and some historical relics, among the latter,



Equitable Building.

ton writing-desk, on which Washington wrote his first message to Congress. North of the City Hall, is the *Court House*, of white marble, in the Corinthian stile. The building and furniture cost \$12,000,000, its erection being the occasion of much of the fraud and peculation on the part of the "Tweed Ring". Here sit; the Court of Common Pleas, Supreme Court and Surrogate's Court. Other civil tribunals have quarters elsewhere. In the south-west corner of City Hall Park, facing Broadway, is the bronze *Statue of Nathan Hale*, the martyr spy of the Revolution.

Opposite City Hall Park, on Broadway, are the magnificent buildings of the *Postal Telegraph* and *Home Insurance Companies*. We follow up Broadway, passing the wholesale district, railway offices; many retail stores and some hotels, to Third St.

One block E. is *Lafayette Place*, the great brick structure at the foot of the place is the *Mission of the Immaculate Virgin*, a Roman Catholic Home for street-boys; at the corner of the building stands the statue of Father Drumgoole, the founder of this institute. Corner Fourth St. and Lafayette Place is the *Diocesan House* of the Episcopal Church. But the most conspicuous building is the *Astor Library*; its halls, collection of portraits and busts, and the curiosities of literature displayed in the cases at the head of the main staircase are worth examining. This brings us to the convergence of Astor Place and 8th St. In Astor Place is *Clinton Hall* containing the *Mercantile Library*. On the little opening, stands the statue of *Samuel S. Cox*. At the E. end of Astor Place is *Cooper Institute*, a brown-stone building occupying the square bounded by 3d and 4th Aves. and 7th and 8th Sts. In front of this building, facing down the Bowery, stands a bronze sitting *monument to Peter Cooper*, who erected the institute in 1857 at a cost of \$ 630,000; the purpose is philanthropic and embraces day and evening schools of various kinds. There are art schools for men and women, free school of telegraphy and of type-writing for women, and a free reading-room and

library. Opposite the rear of Cooper Union is the *Bible House*; it is an immense brick-house occupying a whole block, bounded by Fourth Ave., and Third Ave., 8th and 9th Sts. The building was erected in 1852 by the American Bible Society, and here are the head-quarters of the Society.

Walking along 8th St. to the E. we come to *St. Mark's Church*, cor. Second Ave. and 10th St. Across the street is the *Baptist Tabernacle*.

We are now in Second Ave. containing the residences of many wealthy Germans.

"*Cafe Boulevard*", 156 Second Ave., is quite near and just the place to take a little rest. On the corner of 11th St. is the building of the *New York Historical Society*, and on the cor. of 13th St. the *N. Y. Eye and Ear Infirmary*. At the left cor. 14th St. stands the old 14th St. *Presbyterian Church*. At 15th St. we find the beautiful *Stuyvesant Square*, occupying the space of four blocks and surrounded by elegant residences.

The double-towered church overlooking the square is *St. George's*.

We now turn westward through 20th St., recross Third Ave., and come to *Gramercy Park*; this park is the property of the owners of the surrounding property and its gates are open only to these proprietors. No. 120, 20th St. is the *Club House of the Players*. Gramercy Park is surrounded by the residences of wealthy families. S. from Gramercy Park runs Irving Place to 14th St. Corner 15th St. and Irving Place is the *Irving Place Theatre*, the foremost German Play House in the city. Nearly opposite, cor. 14th St. is the *Academy of Music*. We are now in front of *Aug. Lüchow's famous restaurant* and after a visit to it, the tourist may inspect *Tammany Hall*, diagonally opposite Lüchow. — Fourteenth St. is one of the most important thoroughfares and full of metropolitan life. At the cor. of Third Ave. and 14th St. are the warerooms of the piano factory of Sohmer & Co. Following 14th St. westward, we pass Steinway Hall, on the right, and *Ernst Wiehl's*

HEADQUARTERS FOR
Harry Johnson's New & Improved Illustrated Bartender's Manual.

STUETZLE BROS.

SUCCESSORS TO HARRY JOHNSON.

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Café & Restaurant 1 & 2 Hanover Square

Old Cotton Exchange Building.

NEW YORK.

Restaurant and Café, on the left, and reach *Union Square*. Some blocks South on Broadway, is *Grace Church* (Episcopal) at 10th St. and Broadway: it is built of white limestone, having the appearance of marble, whereas the spire is of pure marble. The style is decorated Gothic and the Rectory and adjoining building are harmoniously adapted to it. The interior and windows of Grace Church are very richly decorated. *Union Square* is a pretty park, three and a half acres in extent and filled with trees, shrubberies, and green-lawns; in the center is a fine bronze fountain. At the southeastern end are; the bronze equestrian statue of *Washington* and a bronze statue of *LaSayette* by Bartholdi; on the W. is a bronze statue of *Lincoln*. *Union Square* is bounded, E. by Fourth Ave., with the *Union Square Hotel* on the cor. of 15th St.; on the N. by 17th St.; W. by Broadway, with the jewelry store of *Tiffany & Co.* on the cor. 15th St. Further up are some well known music stores. Above *Union Square*, Broadway contains a number of large dry-goods and carpet ware-houses and others. We walk along Fourteen St. W., passing large retail stores, to Six Ave., just west of Six Ave. is the *14th St. Theatre*, beyond is the *9th Regiment Armory*. Then we turn up Sixth Ave. and pass through the department store district to 23d St. Just west of Sixth Ave. in 23d St. is *Proctor's Theatre*. We turn eastward till we reach *Madison Square*. Here Broadway crosses Fifth Ave. forming an open paved Plaza, which is

one of the most lively points in New York, especially in the afternoon.

The park itself comprises about 6 acres and is bounded by Fifth Ave. on the W., 26th St. on the N., Madison Ave. on the E., and 23d St. on the S. The park is beautifully shaded; a beautiful fountain stands in the center of the square. At the southwest cor. of the park is a sitting statue of *William H. Seward*; at the northwest cor. is a Statue of *David Farragut*. Nearly opposite, in a little square between 5th Ave. and Broadway, stands the granite *Obelisk* erected by the city in 1857 to the memory of Worth, the hero of the Mexican war.

The magnificent marble building, cor. Madison Ave. and 23d St., is the Central office of the *Metropolitan Life Insurance Company*. The church above, is the *Madison Avenue Presbyterian*. 23d St. to the E. from *Madison Square* is the home of opticians. Corner Fourth Ave. and 23d St. is the *National Academy of Design*, it is built of gray and white marbles and blue-stone, copied from a famous place in Venice. Every spring and fall, exhibitions of American artists are held here.

Opposite, is the building of the *Young Men's Christian Association*; besides a library, free reading room, gymnasium etc., it contains a large lecture hall. On the southeast cor. in a large building, is the *Society for the Prevention of Cruelty to Children*. The next building on Fourth Ave. is the home of the *Charity Organization Society*, opposite is the Bank for Savings.

On Fourth Ave. and 18th St. is the "Hotel Bellevedere". On Fourth Ave. above 23d St. is the *Lyceum Theatre*. We walk up Fourth Ave. to 26th St.; there we reach *Madison Square Garden*, occupying the whole square bounded by 26th and 27th Sts., and Fourth and Madison Aves. Madison Square Garden is one of the grandest structures in the city and has the largest auditorium in America. Here is held annually the famous horse-show, one of the most prominent social events in New York, and other shows and expositions.

We again go westward to Broadway, which runs from Madison Square two miles north to Central Park passing a number of theatres and hotels, among them the *Fifth Ave. Theatre* cor. 28th St., *Daly's Theatre*, cor. 30th St. W., *Wallack's Theatre* cor. 30th St. E. At 35th St. we reach *Herald Square*, where Broadway crosses Sixth Ave. The magnificent *Herald Building*, bounded west by Broadway and east by Sixth Ave., is well worth a visit. At 33d St. and Broadway is the *Greeley Monument*. At 35th St. in front of the Herald Building, is the bronze statue of *William E. Dodge*. A few houses from Herald Square in 34th Street is the Music Hall of *Koster & Bial*. We follow up Broadway: cor. 38th St. is the *Knickerbocker Theatre*; cor. 39th St. the *Casino Theatre*; opposite is the *Metropolitan Opera House*, occupying the whole block between 39th and 40th Sts., cor. 40th St. E. is the *Empire Theatre*; cor. 41st St. the *Broadway Theatre*; cor. 44th St. the *Olympia Music Hall*.

Then Broadway runs up to 59th St. without offering any thing interesting. Following 7th Ave. we reach corner of 57th St., the *Carnegie Music Hall*, and two blocks farther up, we reach *Central Park*.

Central Park is the chief-park of New York, covering over $1\frac{1}{4}$ square miles of planted ground. It is centrally located and accessible from all parts of the City. The elevated Railroads have stations not far east and west. *The Mall*, near the 5th Ave. entrance, is the principal promenade. At various points are bronze statues of Shakespeare, Columbus, Walter Scott, Goethe, Burns, Halleck and Daniel Webster, also the Puritan and 7th Regiment statues. Near the south of the Mall is the bronze group of "The Indian Hunter and his Dog" and near the upper end "The Falkener". Concerts are given on Saturday and Sunday afternoons in the summer in the Kiosk in the upper part of the Mall. This promenade is terminated on the North by *The Terrace*. At the right are the beautiful Wistaria Bower and the Casino Restaurant. Descending the Terrace by a flight of stone stairs, Central Lake is reached. Between the Lake and terrace is a costly fountain with large granite basins and a colossal statue of the Angel of Bethesda. The *Ramble*, covering 36 acres of sloping hills, and abounding in shady paths, lies North of Central Lake, which offers a most delightful view. The Ramble is crowned by a tower, called the *Bellevedere*. Above the Bellevedere is the *Old Croton Reservoir*, and still farther above, the *New Reservoir* holding 1,000,000,000

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gallons. At the south-east is the *Zoological Garden* or Menagerie; at 82d St. and 5th Ave. is the *Metropolitan Museum of Art*. It contains a fine collection of paintings by old and modern masters and usually has on exhibition collections of statuary, pottery, arms, coins, antiques etc. The famous Cesnola collection of Cypriote Antiquities is housed here. The Metropolitan Museum is open daily from 10 a. m. till sunset and Sundays from 1. p. m.

West of the Museum of Art, on an eminence, stands the Egyptian *Obelisk* (Cleopatra's Needle). This monument, one of the most ancient in the world, was presented to the City of New York by Ismail Pasha. It was brought to this country at the expense of William H. Vanderbilt.

Adjoining Central Park on the West between 77th and 81st Streets is another Park, Manhattan Square. On this square is the *American Museum of Natural History* in a large building containing Indian antiquities, minerals, shells, and stuffed and mounted specimens of all sorts of animals. Open to the public daily from 9 to 5, and on Sundays from 1 p. m. to 5 p. m.

Other statues in the park are:

Beethoven, bronze bust, on the Mall; a granite statue of *Alexander Hamilton*, on the East Drive, above the Metropolitan Museum.

The bronze bust of *Humboldt*, near the 5th Ave. and 59th Str. entrance.

The bronze bust of *Thomas Moore*, near the pond and 5th Ave. entrance.

The bronze statue of *Morse*, the inventor of the telegraph, near 5th Ave. and 72d St. entrance.

The bronze bust of *Schliere*, in the Ramble.

The Pilgrim, bronze statue near East 72d St. entrance.

The bronze statue of *Thorwaldsen*, 59th St. facing 6th Ave.

The equestrian statue of *Simon Bolivar*, at the West 81st St. entrance.

A bronze figure representing

Commerce, near the 8th Ave. and 5th Ave. entrance.

Bust of *Cervantes*.

We return from the park by America's grandest street, *Fifth Ave.* From 89th to 60th Sts. the avenue over looks the most improved portion of the park, and the houses are mostly homes of democratic-princes.

As a whole the effect is harmonious, though no two residences in the line are alike. It is a solid mile and a half of millionaire's residences, except where a vacant lot awaits the coming of still another Croesus to improve it. Between 90th St. and Harlem there is only one residence in Fifth Ave. to be mentioned, that is at the cor. of 92d St. occupied by Jacob Ruppert. Between 89th and 88th Sts. is the residence of Joseph H. Penniman. Between 87th and 86th Sts., Gen. C. H. T. Collis resides. The block between 85th and 84th Sts. is occupied, 1033, E. P. Hatch, 1032, Samuel Roosevelt, 1030, James H. Hammersly. At the cor. of 83d St. is the home of Mrs. E. S. Arnold. In the block between 81st and 80th Sts., Mr. Louis Stearn is building a palatial home. At the cor. of 78th St. stands one of the most dignified residences opposite the park, it was built by Henry H. Cook. At the S. cor. of 77th St. Oliver H. P. Belmont is erecting one of the most splendid mansions in the city. In the block between 76th and 75th Sts., stands the Synagogue. In the blocks between 75th and 71st Sts. are the residences of Alfred M. Hoyt, Jacob H. Schiff, R. Guggenheim, N. Palmer and James A. Burden. The block between 71st and 70th Sts. is occupied by the Lenox Library. Between 70th and 61st Sts. are residences, among which are to be mentioned: W. C. Whitney's at the cor. of 68th St., at the opposite corner is the New York home of Charles T. Yerkes, the well known railroad man of Chicago; Mr. Isaac Stearn's residence, one of the handsomest and most complete houses on the avenue, is near 67th St.; George J. Gould possesses the N. cor., and H. O. Armour the S. cor. of 67th St. The next house belongs to

Perry Belmont; H. O. Havemeyer of the Sugar Trust occupies the fine granite mansion at the N. cor. of 66th St., Nos. 846 and 845, occupied by Andrew J. White and William Demuth, enjoy the reputation of being perfectly finished in the interior construction. The N. cor. of 65th St. is occupied by the John Jacob Astor mansion, and immediately to the north is Mrs Caroline Astor's house. The houses are so constructed that they may be thrown into one. The next block contains the dwellings of W. Watts Sherman, at No. 837, and Isidor Wormser at No. 836. The N. cor. of 64th St. is the site of the residence of George Crocker, a California millionaire. No. 825 is occupied by William V. Brokaw. The N. cor. of 63d St. is taken up by the Progress Club, a fashionable Hebrew organization. The block between 63d and 62d Sts. is occupied by elegant residences and so is the following block to 61st St. On the S. cor. of 61st St. stands the splendid mansion of Elbridge T. Gerry; it is one of the most imposing dwellings in its exterior appearance in the city, and in its interior finish nothing that art has devised is lacking. One feature of it is Mr. Gerry's library, the largest and most complete private collection of law books in this country.

The mile and a half of millionaire houses starts with the "Millionaire's Club", the Metropolitan at the N. cor. of 60th St. This brings us to the Plaza at the entrance of Central Park, where the New Netherland and Savoy Hotels, on the east side, and the Plaza Hotel on the W. side, form a conspicuous trio of modern buildings. The costly and spacious palace-like mansion of Cornelius Vanderbilt fills the S. side of the Plaza between 58th and 57th Sts. At the cor. of E. 58th St. stands C. P. Huntington's large stone house. No. 693 is the splendid residence of Calvin S. Brice. At 54th St. 689 is the house of William Rockefeller, and 685 that of H. M. Flagler. St. Thomas Church occupies the northwest cor. of 53d St., it is one of the most fashionable up-town houses of

worship. Its paintings by La Farge and its illuminated windows are justly admired. The next building of striking appearance is the *R. C. Orphan Asylum*. Near 52d St. No. 660 is the home of W. K. Vanderbilt. No. 642 is the residence of Wm. D. Sloane. On the northwest cor. of 53d St., is where Wm. H. Vanderbilt lived, and where his widow is still domiciled. At No. 634 lives D. O. Mills, the California millionaire. And opposite, the *Cathedral* fills the block from 50th to 51st Sts., it is the great show-church of the city, and should not be missed to be visited. The architect was James Renwick, the corner stone was laid on Aug. 15th 1858, on May 25th 1879 the structure was dedicated by Cardinal Mc. Closkey. The plan is a Latin cross, and the dimensions are: Length, 306 ft., breadth of nave and choir, 96 ft. without the chapels and 120 ft. with the chapels; length of the transept, 140 ft.; height, 108 ft.; height of side isles, 54 ft. The towers rise square to 136 ft., where they change into octagonal lanterns 54 ft. high, over which are the spires, 140 ft. in height, making the total height of each tower and spire 330 ft.; they are flanked by massive buttresses decorated with very light and beautiful tabernacles at each offset, and terminated by clustered pinnacles, which join the buttresses of the octagonal lanterns. The spires are octagonal, built in two stories, have rich moulding in the angles, and the faces paneled with traceries; they terminate in a magnificent foliage finial carrying crosses made of copper. Circular stone stairways are carried up in the buttresses of the towers, and a full chime of bells will soon be placed at a height of 110 ft. above the ground. These twin spires are newer than the rest of the church and still white and perfect. They are visible for a long distance, should be studied through an opera-glass to realize how fine and beautiful is the carving, and are a subject of pride and delight to all the citizens of the metropolis.

The *Interior* of the *Cathedral*, like its exterior, is cruciform, divided in its ground-plan into a nave, two

transepts, and a choir or sanctuary. The building is lighted by gas-gets placed for the most part around the capitals of the great central columns, and is heated by steam, it is open at all reasonable hours, and the verger will answer any questions. Remarkable are the different altars and pulpit. The windows of St. Patrick's Cathedral are all the product of French art-workers, and thought the finest collection of painted glass in the world.

The *paintings* in the north and south transepts, representing „The Baptism of Our Lord“, „The Marriage Feast of Cana“, „The Return of the Prodigal Son“, „St. Patrick preaching at Tara“, „The Sistine Madonna“, and „The Transfiguration of Our Lord“, were presented by the late Hon. John Kelly. The picture hanging over St. Joseph's Altar on the wall of the sacristy is a copy of the celebrated „Madonna del Sacco“ painted by Andrea Del Sarto in the Church of the Servi, Florence.

In the next block further down, are the Buckingham Hotel and the Belgravia apartments.

On 46th St. stands the *Collegiate Dutch Reformed Church*. Between 46th and 47th Sts. is the Windsor Hotel. The church with the angels upon the four corners of the tower, is the *Church of the Heavenly Rest*. The church diagonally opposite on the southwest cor. of 45th St. is the *Divine Paternity*, one of the three Universalist churches in the city. The corners of 44th St. are filled by the New Delmonico's and Sherry's. We pass in west 43d St. the *Century's new club-house*. On the northeast cor. of 43d St. stands the beautiful *Synagogue Emanu-El*, which is the finest specimen of Moorish architecture in America. Opposite,

at 506, is the city house of Russell Sage; next to it the Bristol. We are now on 42d St. the great thoroughfare of this middle part of the metropolis, to the E. the massive walls and roofs of the *Grand Central Depot* will be seen, to the W. stands the old distributing *Reservoir* and *Bryant Park*. Bryant Park comprises the territory from the Reservoir to Sixth Ave., and 42d to 40th Sts.; it is well laid out and contains the *bronze bust of Irving* and the statue of *Dr. Marion Sims*. The Reservoir will shortly be removed and a splendid Public Library will be built here. Continuing down Fifth Ave. we see, at No. 459, the splendid home of Fred W. Vanderbilt. At 450 is the *Republican Club*. At the cor. of 39th St. rises the conspicuous front of the *Union League Club*. At No. 435, is the club-house of *Delta Kappa Epsilon*; the cor. of 37th St. is the site of the *Brick Church*, the most fashionable Presbyterian Church. The *St. Nicholas Club* is on the southwest cor. of 36th St. The block between 36th and 37th Sts. on the E. side is taken up by the house of Pierre Lorillard. On the W. side, Mr. J. C. Drayton's house will be admired. On the southwest cor. of 35th St. the *New York Club* has its home. The palace of white Marble, standing upon a terrace on the cor. of 34th St. belongs to A. T. Stewart, and has been leased for a long time by the *Manhattan Club*. On the other side of 34th St. rises the magnificent hotels, *Waldorf and Astoria*, the most luxurious hotels in the world. The interior is highly artistic and modern and includes elegant concert rooms, private parlors etc. At No. 319 Fifth Ave. is the *Coaching Club*. Opposite the Waldorf on 33d St. the is the *Cambridge Hotel*. The *Knicker-*

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bocker Club is on the northeast cor. of 32d St. Then we pass *Holland House*, the *Collegiate Church* on the northwest cor. of 29th St., and the *Calumet Club* on the northeast cor. of 29th St. Just E. of Fifth Av. in 29th St. is the *Church of the Transfiguration*, known all over the country as "the little church round corner". A memorial window to Henry Montague is one of its features, and nearly all actors and actresses who die in New York are buried from it. The *Victoria Hotel*

is on the southwest cor. of 27th St. Delmonico's and the Brunswick at 26th St. We cross Madison Square, pass the *Hoffman House* and the *Fifth Avenue Hotel* at the cor. of 23d St., and walk down Fifth Ave., which is here given up to trade. On the corner of W. 22d St. is the newly opened splendid Sohmer Building. On the cor. of W. 21st St. is the *Union Club*; opposite are the *headquarters of the Baptist Church*; at the southwest cor. of 20th St. are the Methodist headquarters and the headquarters of the *Presbyterians* are close by.

Chickering Hall is the large low building on the northwest cor. of 18th St. The prevalence of piano dealers is noted before crossing the busy current of 14th St. Then we are in the district of makers of school books and apparatus. The church on the cor. of 12th St. is the *First Presbyterian*, and that next is the *Church of the Ascension*. Eighth St. is here called *Clinton Place*, and the white front of the Brevoort House will attract attention. Then we pass the residences of well known families and enter *Washington Square* under the noble curve of the *Centennial Arch*, completed in 1893. The park at Washington Sq. is 9 acres in extent and occupies the site of the old Potters' Field, wherein more than 100,000 bodies are buried. On the N. side of Washington Sq. are still many oldfashioned residences. Many well known literary men and artists live in this neighborhood. On one side stands a lofty structure, in the top of which, the *University of the City of New York* is located. The

district S. of this square is inhabited by a mixture of Italians and negroes and others fallen into the deepest social degradation. The Italian element predominates, and to this people the city owes the bronze statue of *Garibaldi*, which faces the fountain. The street running down from Washington Sq. is S. Fifth Ave., and in the neighborhood of Bleecker St. is the French quarter of the city. The W. side below Washington Sq. offers nothing of special interest for the tourist.

We follow up Broadway to 59th Street; here Bdway and 8th Ave. meet at the *Circle*. The Circle contains a fine marble monument of *Columbus* given to the city in 1892 by the Italian-American citizens. The continuation of Broadway above 59th Street is known as the *Boulevard*, a grand avenue 150 ft. wide, divided in the center by trees and grass, and extending North to 167th Street; at 125 th St. it reaches what was formerly Manhattanville. Here the *Convent of the Sacred Heart* is beautifully situated on a hill, surrounded by park-line grounds; and *Manhattan College*, with stately buildings. Farther North of Manhattanville, is *Fort Washington* or *Washington Heights*, the chief summit of Manhattan Island, and commanding a splendid view of the city, the Hudson, and the opposite Jersey shore. It is occupied by elegant villa residences. The *Deaf and Dumb Institution* is located here. The buildings cover 2 acres and stand in a park of 28 acres. Visitors are admitted from 1,30 to 4 daily.

Among the institutions and buildings not yet mentioned, but worthy of notice are the following: The *Five Points House of Industry*, 155 Worth Street and the *Five Points Mission*, opposite the House in what was once the vilest and most dangerous part of the city.

The *Howard Mission*, 225 E. 11th St., supports schools and a home for needy children.

At the foot of E. 26th Street is *Bellevue Hospital*, the largest in the City, with accommodations for 1200 patients.

The *N. Y. Institution for the Blind*

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NEW YORK.

156-160 W. 126th STREET

is at the corner of 9th Ave and 34th St.

At the corner of 35th St. and 7th Ave. is the brick and gray stone structure of the *State Arsenal*, the headquarters of the Ordnance Department of the State.

At the corner of 36th St. and 9th Ave. is *Northwestern Dispensary*. Park Avenue is the continuation of 4th Ave., and a beautiful residence street. At the corner of 34th St. and Park Ave. is the 71st Regiment Armory.

A 7 W. 43d St. is the beautiful home of the *Century Club*, and nearly opposite, the *Racket and Tennis Club*.

In W. 44th St. are; the *Harvard Club*, the *Academy of Medicine*, the *St. Nicholas Club*, the *Berkeley Lyceum*, and the *Bar Association Building*.

East 50th St. between 5th and Madison Ave. is *Columbia University*, the buildings of which are very handsome. It is the oldest college in the State.

In East 58th Street, between Lexington and Park Avenues the *German Liederkranz*, the principal German Club, is situated. The Clubhouse is very handsome and worth inspecting, and the best German-American society is found here.

Corner Park Ave. and 59th St. is the site of the house of another leading German Singing Society "*the Arion*."

In 59th St., facing Central Park, west of 5th Ave., are large apartment houses, the homes of the *Deutsche Verein* and the *Catholic Club*.

Corner 4th Ave. and 69th St. is the *National College*, a beautiful building in the secular Gothic style.

On Park Ave. between 69th and 70th Streets is the *Union Theological Seminary*.

At the corner of 72d St. and Park Ave. is the handsome building of the *Freundschaft Club*.

On 4th Ave. and 94th St., is the imposing *armory of the Eighth Regiment*.

Between 120th and 124th Streets is Mount Morris Square, 20 acres, with a rocky hill.

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Nobody should fail to visit the above named places, which are situated in close proximity.

Columbia University is situated on the heights east of *Morningside Park*.

The five "colleges" or departments of the University now established are: 1. Arts. 2. Science. 3. Law. 4. Political Science. 5. Medicine.

ART GALLERIES.

Metropolitan Museum of Art. Central Park at 81st Street.

New York Historical Society. Second Ave. and 11th St.

National Academy of Design. Fourth Ave. and 23d St.

Fine Arts Society. 215 W. 57th Street.

American Art Society. 6 E. 23d Street.

Besides Manhattan there are other cities, towns and villages constituting Greater New York. The principal one is the Borough of Brooklyn.

BROOKLYN.

Reached by the *East River Bridge* or one of the ferries mentioned above. There are the same modes of conveyance as in the Borough of Manhattan. The Elevated Railway has several lines: The *Broadway line* runs from Broadway Ferry to Cypress Hills Cemetery. The *Brooklyn Bridge, Grand, Lexington Ave. Line* runs from the Bridge to Van Sicklen Ave.

The *Fifth Ave. line* runs from the Bridge through Fifth Ave. and Third Ave. to 65th St. The *Fulton Ferry Myrtle Ave. line* runs from Fulton ferry to Wyckoff Ave., Ridgewood. The *Kings County Elevated Railway* runs from Fulton ferry and Brooklyn Bridge to City line.

Electric street cars, connect with the ferries and the Bridge, and run through all the principal streets, fare 5 cents.

Brooklyn had in 1890, 800,000 inhabitants. The main business

street is Fulton, from Fulton ferry to E. New York. Atlantic Ave. runs parallel with Fulton St. from South Ferry to E. New York. *Clinton Ave.* is a very beautiful street, being embowered with trees and lined with costly residences. Many of Brooklyn's finest residences, are on the park slope, which extends from Flatbush Ave. to Ninth St., and from 7th Ave. to *Prospect Park*. The favorite drive is through Prospect Park and along the *Ocean Park-way* to Coney Island. Another popular drive is the *Eastern Parkway* extending from the park entrance to E. New York.

Half a mile above the Bridge stands the *Court House*, next to it the *Hall of the Records* and the *Municipal Building* and in front of all the *City Hall*. The latter is of white marble in the Ionic style, and on the Plaza in front of it is a statue of *Henry Ward Beecher*, by Ward. Near this point are many large business structures office buildings, banks, theatres, newspapers etc. A short distance W. of the City Hall, cor. Clinton and Pierrepont Sts., stands the home of the *Long Island Historical Society*, containing valuable relics and a reference library of about 50,000 volumes. At the intersection of Washington, Adams and Johnson Sts. is the *Post Office*, the finest public building in the city, built at a cost of \$5,000,000.

In Montague St., W. of the City Hall, is the *Academy of Music*, with fine interior decorations, adjoining is the *Art Association Building*, and opposite the *Brooklyn Library* in Gothic style, containing 120,000 volumes and two reading rooms. At the cor. of Clinton St. is the beautiful *Church of the Holy Trinity* (Episcopal); this church is in the decorated Gothic style and has a spire, 275 ft. high. The *Pratt Institute* on Ryerson St. founded by Charles Pratt, gives instruction in trade and other useful arts for both sexes; it has a large library and maintains lecture courses. The *Brooklyn Polytechnic Institution* is on Livingston St., S. of the City Hall. The *Young Men's Christian*

Association has a fine building in Fulton St. cor. Bond.

The principal *Theatres* are: *Amphion*, Bedford Av., opposite S. Ninth St.; *Academy of Music*, Montague St., near City Hall; *Columbia*, Washington and Tillary Sts.; *Grand Opera House*, Elm Pl., near Fulton St.; *Star*, Jay St., near Fulton; *Montauk*, 587 Fulton St.; *Park*, Fulton, opposite City Hall; *Bijou*, Smith and Livingston Sts.; *Criterion*, Fulton St., near Grand Av.; *Hyde E. Behman's*, Adams St., near Myrtle Av.; *Lee Avenue Academy*, Lee near Division Av.; *Novelty*, Driggs Av. near S. 4th St.; *Gayety*, Broadway and Throop St.; *Empire*, Broadway and S. Sixth St.

Many of the oldest and most prominent families reside on what is known as *Columbia Heights*. This part of the city, overlooks the harbor, the lower part of East River and the Southern part of New York City. Here the land comes to the water in a steep bluff, nearly 100 ft. high at the foot of Montague St. Along the bluffs are lines of wharves and ware-houses, but the Highland above is covered with handsome houses, hotels and churches. It was the number of very fine churches in this part of the city, which gave to Brooklyn the name "City of Churches".

Prospect Park is situated upon the high ground in the rear of the City, it is easily reached by Trolley cars. The park is nearly as large as Central Park and commands magnificent views of the two cities, the harbor, Long Island and the Atlantic. The main entrance on Flatbush Ave. is known as the *Plaza*; in its center are a bronze statue of *President Lincoln* and a fine fountain. At the entrance to the park is a *Memorial Arch to the Soldiers and Sailors*. Within the park is a statue to *John Howard Payne*, and

a lake upon which are numerous boats.

Park carriages making the circuit to the leading points of interest charge 25 cents fare. One half mile E. of City Hall, between Myrtle and De Kalb Aves., is Washington Park; it contains 30 acres on an elevated plateau and commands extensive views. Other parks in Brooklyn are the *City Park*, opposite the Navy Yard; *Tompkins Park*, bounded by Marcy, Lafayette, Tompkins and Green Aves., and *Carroll Park* situated between Court and Smith, and President and Carroll Sts.

Back of S. Brooklyn lies *Greenwood Cemetery*; it is two and a half miles from the Bridge and is reached most directly by the Fifth Ave. Elevated Railway. Carriages will be found at the entrance of the cemetery, they make the tour of the cemetery and the driver explains the most interesting things, the charge is 25 cents. Greenwood is the best known burying ground in the country, and contains a large amount of valuable monuments. The main entrance near Fifth Ave. and 23d St. is a structure in a pointed Gothic style. Another entrance on the E. side is of equal beauty. Among the many beautiful monuments, are the *Pilots*, the *Firemens*' and the bronze bust to *Horace Greeley*, the *Soldier's Monument*, the *Theatre Fire Monument*, opposite the main entrance. *Charlotte Canda's*, and that to *McDonald Clark*.

The *U. S. Navy Yard* is reached by street cars from Fulton Ferry; it is located on the S. shore of Wallabout Bay, and is the chief naval station of the Republic. Its brick walls embrace 45 acres, while 100 more acres, closely adjacent, belong to the establishment. There are numerous foundries, work-shops and store houses. *The U. S. Naval*

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STATEN ISLAND.

Staten Island, is connected with New York by ferry-boats, between South Ferry and St. George at the northern extremity of the island. St. George is the terminus of the Baltimore & Ohio R. R. branch line, which crosses from Elizabeth N. J. on a splendid bridge, and is the central station of the *Staten Island Rapid Transit R. R.* The island is hilly and affords from its northern highlands very fine views. Quaint old ports are scattered along the southern shore, and odd little villages throughout the island.

The judicial seat of the island is *Richmond*. The most interesting point on the N. shore of the island is *Sailor's Snug Harbor and Asylum* for aged and infirm seamen, half a mile beyond New Brighton. Its stately and complete buildings occupy a park and attached farming lands amounting together to 185 acres. The institution is open to visitors at all suitable hours, and is well worth inspection. In the park is a large bronze statue of *Capt. Richard Randall*, the founder of the institution. Another interesting point is *Prohibition Park*, reached by electric cars from Port Richmond. The S. side of the island has stations for *Quarantine* (Stapleton), *Fort Wadsworth*,

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worth, *South Beach* and *Midland Beach*, all these resorts can be reached by cars from St. George. Staten Island, as part of Greater New York is known as the borough of Richmond.

Visits to other parts of Greater New York must be considered as excursions and are best made in the following manner:

LONG ISLAND COAST.

By Railway: from foot of East 34th St. New York, to Long Island City and L. I. Ry.

By Steamboat: Pier 1 west side of Battery; in Brooklyn from the foot of Fulton Street.

At the western extremity of Long Island the seaside resorts are:

Coney Island, the most crowded and democratic part of the beaches.

Two iron piers extend out from the beach, with bathing homes, restaurants etc. — *Coney Island* and *West Brighton*, which form in fact one resort, are to New York what St. Pauli is to Hamburg. They are the westernmost points of the Island. Half a mile east of West Brighton is *Brighton*, the favorite beach for the inhabitants of Brooklyn, where with it is connected by railroad and trolley cars.

Next east is the fashionable resort, *Manhattan Beach*, the favorite place for wealthy New Yorkers. There are two large hotels, a theatre, splendid bathing houses.

Farther away, east, is *Rockaway*, to be reached by the Long Island R. R. or by Steamboats.

Another excursion may be made through the *East River* and *Long*

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Island Sound. The East River is, in fact, only a tidal strait cutting off Long Island and connecting New York Bay with Long Island Sound. We start at New York Bay. The first Island in view is *Governors Island*, a fortified military reservation of the Government; connected with U. S. Barge Office, near South Ferry, by ferry boat (free). In *Governors Island* are the headquarters of the Military Department of the Atlantic. The landing is upon the northern side of the Island, at the foot of a road running up to the Parade. Here is a depot of the New York Arsenal. The Parade is surrounded by the houses of the commandant and staff, the officer's club, the chapel and the soldiers' barracks, and nearby is the library and picture gallery of the Military Service Institution, and the Military Museum. From the Parade a way leads to the interior of Fort Columbus, and through an opposite port we pass down to the level of the moat, climb the stairs leading to the scarp and descend to *Castle William*, a small, circular Battery and commanding the channel. Leaving the Castle we walk along the shore, past the formidable water batteries, back to the ferry. —

Going up the East River we have New York at the left and Brooklyn on the right. Past *Fulton Ferry* on the New York side we pass under the great suspension bridge and round *Corlear's Hook*. The *U. S. Navy Yard* is at our right, on the same side follows *Williamsburg*, the eastern district of Brooklyn. On the left, New York stretches along solidly

built. Near the the landing of 26th St. is *Bellevue Hospital* on the N. Y. side, just opposite is *Green Point*, the northern extremity of Brooklyn. Farther up is *Hunter's Point*, where the Long Island Railroad has its terminus, and then appears Long Island City, full of factories, and nothing of interest. On our left is the middle part of New York. We enter farther up the narrow stretch of water between *Blackwell's Island* on the left and Astoria on the right. In Astoria are the great Piano factories of Messrs. Sohmer & Co. The great buildings of Blackwell's Island are all charitable or correctional institutions.

The western channel, which separates *Ward's Island* from the northern part of New York, is known as *Little Hell Gate*. On the left appears now *Randall's Island*, which is the site of some charitable institutions.

The strait N. of it is called *Bronx Kill's* and admits to the mouth of Harlem River. The shore on the right, just above Astoria, is *Ricker's Island*. Further up, on the left, appears the Port Morris district, while on the right the upper end of *Astoria, Berrian's Island* and *North Beach* is passed. North Beach is an amusement resort chiefly visited by the working masses, it is reached by ferry from E. 99th St. After North Beach, we come to *Flushing Bay, College Point* and *Whitestone*, all nice summer resorts on the Long Island side. Then follows on the same side *Willet's Point*, which is a station for the Engineering Corps of the U. S. Army. *Throg Neck* is

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the low peninsula from the mainland nearly meeting Willets's Point; on the top end of Throg's Neck stands *Fort Schuyler*; this commands all approaches by water from that side of New York. It can be reached by trolley cars to West Chester. On the Long Island coast, we pass *Little Neck Bay*, famous for its clams, and *Great Neck*. City Island, is situated between *Hart's Island* and the Westchester shore, it is inhabited mostly by boat-builders, and fishermen.

Hart's Island, just in front of *Manhasset Bay*, is the potter's field for the City of New York. There is also a lunatic asylum and other charitable establishments. We pass on the right *Sand's Point*, bearing a light-house and reach *Glen Island*, fitted up as a splendid pleasure resort by J. M. Starin. Glen Island, is spendidly laid-out and contains restaurants, picnic grounds, Zoological Garden etc., and is much frequented in summer. Steam-boats connect the island with New York, on the E. side at the foot of 22d St., and on the W. side at the foot of Cortland St.

Another delightful excursion may be made by touring the harbor.

We leave the Battery, with Castle Garden, the former State immigrant depot and now a beautiful Aquarium. When the United States, in 1891

took charge of immigration, Castle Garden was abandoned and a new depot established on *Ellis Island*. This is a small island between the Liberty Statue and the shore. All steerage passengers are transferred to this island, and before they land, are examined as to their eligibility as citizens. A ferry-boat runs between the Battery and the island.

The *Liberty Statue* stands upon *Bedloe's Island*. This colossal figure, the largest of modern times, is made of copper plates, is 151 ft. in height, and stands upon a pedestal 150 ft. high. The statue is by Auguste Bartholdi, and is a gift of the French people to the people of the United States. It represents a grand figure of a woman holding aloft a torch, and symbolizing *Liberty Enlightening the World*.

Stairways in the interior of the pedestal lead to balconies on each side at the base of the statue and up into the statue itself. A stairway leads to the hollow in the top of the head, and a row of windows in the half circle in the coronet overlooks the whole harbor and all the surroundings. In the head is space enough for 40 persons at the same time. The torch is lighted by a cluster of electric lamps.

Bedloe's Island, is reached by a steam-boat, leaving the Battery every even hour, between 8 a. m.



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THE BUSINESS OF THE ALASKA-KLONDYKE GOLD MINING COMPANY will be to run a line of steamers on the Yukon River, and between Seattle and the different ports of Alaska, open supply stores at the different camps, do a general TRANSPORTATION, COMMERCIAL and BANKING BUSINESS, and, in addition, DEAL IN MINING CLAIMS, and WORK THE MINES ALREADY OWNED and that may hereafter be acquired by the Company. The company now have the following claims.

EIGHT GOLD PLACER CLAIMS AGGREGATING 160 ACRES IN EXTENT, located on FORTY MILE CREEK, under United States mining laws. Development has proved the pay streak to be five feet thick, and has yielded placer dirt that pans from \$ 10 to \$ 15 to the pan. This indicates that there is an absolute certainty of a yield not less than \$ 25,000,000 to \$ 30,000,000 in the placer location FIVE GOLD PLACER CLAIMS, AGGREGATING 100 ACRES in extent, on PORCUPINE RIVER, that pans from 25 cents to \$ 10 to a pan; one claim has had a shaft sunk to bed rock, and was worked last winter by two men, yielding in that time \$ 40,000, and not over 1-20 of the claim worked, demonstrating that there is at least \$ 5,000,000 in the total five claims.

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TWENTY GOLD PLACER CLAIMS ON THE SUSHITNA RIVER prospecting from \$ 1 to \$ 5 to the pan. These claims are yet to be developed—they are very promising.

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The estimates and statement of facts herein are of necessity based upon information obtained from our Superintendent, and are believed and accepted by the company.

This company having acquired extensive holdings of rich placer and gold quartz properties, capable of earning large dividends on its stock, offers to investors advantages that insure large and profitable returns.

Mr. George W. Morgan, our Superintendent, has been on the Yukon for the past year working in the interest of this company. Therefore, we are not asking any one to contribute to a project unplanned, but to one thoroughly matured. This company, with its able aids, extensive knowledge, and great resources, is certain to become one of the richest companies operating in Alaska.

Our President takes pleasure in referring you to the following list of references:

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and 4 p. m.; the fare for the round-trip is 25 cents. Leaving Badloe's Island the New Jersey shore is on the right. Straight ahead is *Robin's Reef Lighthouse*. On the left is S. Brooklyn; Prospect Park and Greenwood Cemetery form the background of the city. South of it is *Bay Ridge*, below is *Fort Hamilton*; this is a military reservation containing nearly 100 acres, and reaching around to the beach of *Gravesend*. The guns of the fort command the *Narrows* and the approach from the Lower Bay. In front of Fort Hamilton stands *Fort Lafayette* upon an artificial island; it is constructed of brick, and its guns command the channel. The Narrows are here only a mile wide and form the gateway of the Lower Bay into the harbor.

West is the eastern end of Staten Island, with the villages of *Clifton*, *Stapleton* and *Tompkinsville*. The point at the Narrows is occupied by *Fort Wadsworth*, situated on a military reservation, including 100 acres. Having sailed through the Narrows, the Lower Bay spreads to the right. Near at hand is *Quarantine Station* with its dependences, the hospital ship "Illinois", Swinburne Island with the hospital for contagious diseases, Hoffman Island used for the detention and disinfec-

tion of persons arriving in infected vessels, the quarantine burying-ground, situated at Seguin's, Staten Island; the station at *Clifton*, Staten Island, where the health officers reside, and from which all vessels are boarded arriving from non-infected ports. From Quarantine 8 or 10 miles southwest is the low fort on *Sandy Hook*, which is situated on the New Jersey coastline. Some distance out side of it, lie the *Sandy Hook* and *Scotland Lightships*, marking the position of some dangerous shoals. Just at the heel of Sandy Hook rise the lofty *Navesink Highlands*, surmounted by twin light-houses. Here resides a "ship-news" agent.

The sea side resorts upon the coast of New Jersey are described in another chapter.

On the N. of New York are the hills and dales of *Westchester county* containing many pretty towns and villages.

Jersey City and *Hoboken*, although in another State, belong in fact to New York City, and are described under New Jersey.

A very popular excursion is to the northwestern point of the city, called *Fort George*, there are several good restaurants and splendid views over the *Harlem River*.

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Total length of pistol 14 inches

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There is but one railway station in the City of New York, the *Grand Central*, located, as its name implies, in the heart of the city, but a short distance from all the leading hotels and easily accessible by elevated railroad and tramways. From this commodious and convenient station, the other cars and trains of the New York Central and Michigan Central Railroad leave morning, afternoon and night for Chicago, equipped with a degree of perfection as regards safety, comfort, and even luxury, unsurpassed on the European Continent. All the through trains are furnished with Wagner Palace sleeping cars running through from New York to Chicago without change; and the North Shore Limited, which is a train of especial luxury, making the entire Distance of 936 miles in 24 hours has a private compartment car especially suited to the wants of families and of ladies travelling without escort. This train and the Chicago Special, are also furnished with buffet-library smoking cars containing, in addition to the buffet and the most comfortable of easy chairs, a well selected library with the current publications, writing-desks and stationery, a barber's shop, and a bath room.



Meals are served en route at the passenger's leisure and while he may, at the same time, enjoy the panorama speeding by before his eyes in the dining cars of this line, which have become famous beyond the bounds of our own country. In fact, the Michigan Central dining cars have received the very highest possible commendation from the best judges and experienced travelers for the excellence of their *cuisine* and the perfection of their service.

For 140 miles after leaving New York, the trains follow the east bank of the *Hudson River*, that one river, which, as Bayard Taylor has well said, — "From its source to the ocean unrolls a long chain of landscapes wherein there is no tame feature, but each successive view presents new combinations of beauty and majesty which other rivers may surpass in sections, but none rival as a whole".

For many miles the river is bordered with the magnificent mansions of the merchant princes of New York, and mountain and cove with long reaches of the broadened stream present themselves to the traveler's eye in constantly varying perspective. These are best seen from the Chicago Special and the North Shore Limited which leave New York in the morning. From *Albany*, where the trains are joined by the through cars from Boston via the Boston and Albany Railroad, the line traverses the beautiful and picturesque *Mohawk Valley* and through the rich and comparatively populous region of central and western New York to *Buffalo*, nobly situated at the eastern extremity of *Lake Erie*, and the eastern terminus of the Michigan Central. Buffalo is an interesting and beautiful city well worth the attention of the traveler.

Niagara Falls, is but 22 miles distant to the North and down the Niagara River. This great cataract, which many travelers have declared to be the crowning glory of the world's natural wonders, should, if possible, be visited at leisure as its stupendous magnitude and glorious majesty, as well as its numerous accessories of the rapids above the falls, the islands in the river, the wonderful gorge that it has eroded in millions of years, and the famous Whirlpool Rapids below, cannot be appreciated at the first glance, and require time and views from many points to be fully appreciated.



The remarkable engineering works in the vicinity, notably the great steel *Cantaliver Bridge* of the Michigan Central, and the wonderful electrical and manufacturing plants growing out of the development of but an insignificant portion of the water power, all excite the interest and the wonder of the intelligent visitor. In spite of much that has been said to the contrary in years past, the hotels and other accomodations at Niagara Falls will be found to be excellent in quality and very reasonable in price. The Michigan Central trains in going down to the Cantaliver Bridge, as well as in passing over it, and going up on the Canada side, afford frequent glimpses of the falls, of the stupendous gorge, and of the Whirlpool Rapids directly below the bridge.

All trains passing by daylight stop five minutes at Falls View, a point of vantage on the Canada side on the high bluff directly above and overlooking not only the great Horseshoe, but all the extent of the falls themselves, the broad River stretching for miles above the green islands in their midst, and the great boiling caldron below, from which rises

columns of many tinted spray. When the sun is in the West, one and oftentimes two, rainbows are to be distinctly seen in their most vivid coloring.



Leaving Falls View, the line runs through the rich and fertile region of *Ontario* to *Detroit River*, which is crossed upon the most powerful steel transfer steamers, carrying the entice train, and from the deck of which the striking panorama of the broad river, with the city of *Detroit* upon one side, and *Windsor* upon the other, may be observed.

Detroit, the metropolis of Michigan, is a beautiful manufacturing city of nearly 300,000 inhabitants, with fine parks, boulevards and public and private buildings. Westward the 286 miles to Chicago passes through the richest and most prosperous portion of the State of Michigan, with many fine and attractive towns, public institutions, including, notably, the famous University of Michigan at *Ann Harbor*. The railroad stations on the Main line in Michigan, as well as some of those in Canada, are especially attractive, not only for their varied style of architecture and their convenient arrangement, but especially for their beautiful and generally extensive grounds laid out with flower beds and shrubbery and, at *Ypsilanti* and *Niles*, equipped with extensive green houses, from which come the bouquets presented upon the trains to the lady patrons of the road.

The entrance to Chicago by the Michigan Central is peculiarly attractive, having for miles upon the one side the broad expanse of that great inland sea, Lake Michigan, under its varying aspects of calm and storm, and upon the other hand, the pretty suburbs and more pretentious mansions of the southern residence portion of the city. After passing 63rd Street, an important suburban station the broad expanse of Jackson Park, where the California exposition was located, and the long vista of the Midway Plaisance are seen before arriving at the terminal station on the lake front at the foot of 12th Street and Park Row. This fronts on the extensive Lake Front Park, ornamented by St. Gauden's latest work

his statue of General Logan, and upon which front a long array of magnificent hotels and commercial buildings. The station itself is furnished with every convenience for the waiting traveler, and from which elegant transfer coaches are run to the stations of the western, north-western and south-western lines. There will also be found a special cab and carriage service, firstclass in character, and with charges strictly regulated by city ordinance. It is but a short distance to the principal hotels and the business centre of the city, and, above all, the passenger who arrives on the Michigan Central trains (thanks to the innumerable devices for his comfort), finds himself fresh and hungry after his long journey.



NORTH CAROLINA.

The name: „Arx Carolina” was given by the Huguenot colonists under Ribault and Landounière, landing near Beaufort in 1562, to their little fortress, in honor of King Charles IX. of France; and this title gradually became attached to the country. The popular pet name is „The Old North State”, referring to its place in the Carolinas.

North Carolina lies between 33° 50' to 36° 33' north latitude, and 75° 27' to 84° 20' west longitude. Her population was in 1860: 992,622, and increased 1890 to 1,617,947, 40 per cent of which are colored.

ASHEVILLE. N. C.

In Western North Carolina, between the Blue Ridge on the east and the Alleghanies on the west, lies this beautiful valley of the French Broad.

It is a land of bright skies, incomparable climate, and picturesque scenery. The city of twelve thousand people is situated in the heart of the mountains, twenty-three hundred feet above the level of the sea.

Asheville is reached by the Richmond & Danville R. R.

CHARLOTTE, N. C.

The third largest city of North Carolina, on Sugar Creek, 175 mls. from Raleigh and 120 mls. from Fayetteville. It has a population of about 12,000.

Charlotte is in the midst of the gold region of the State, and is the

seat of U. S. Assay Office formerly a United States Branch Mint.

Biddle University, large public schools and various manufactures are in Charlotte.

Railroads: Carolina Central; Richmond & Danville.

FLORENCE, N. C.

102 mls. from Charleston and 110 from Wilmington, a place of considerable commercial importance by reason of its railroad facilities, and is the point of shipment for most of the cotton of the adjacent country.

NEW BERNE, N. C.

The chief town of a large colony of Swiss and Germans, founded in 1712, under Baron de Graffenreid, at the confluence of the Neuse and Trent rivers. It has a large trade in shipping early vegetables and naval stores to the North, with steamship lines to Norfolk, Baltimore and New York. It had a population of 7,843 in 1890.

Railroads: Atlantic & North Carolina.

RALEIGH, N. C.

The capital of North Carolina, situated a little northeast of the center of the State, 6 mls. west of the Neuse River. It is a handsome city of 12,678 inh., on a high and healthful position. It is regularly laid out, with a large park — Union

Square — in its center, an open area of ten acres, occupying a centre, on the sides of which are the principal streets. The State House, which is in this square, is one of the most imposing of the Capitols of the United States.

THE UNIVERSITY OF NORTH CAROLINA.

Was incorporated in 1789; endowed with large tracts of Tennessee land; and opened in 1795, at Chapel Hill, 28 miles westward of Raleigh. When the Secession War broke out, it had 500 students; and this was the only Southern university kept open throughout those terrible years. In 1868, Gov. David L. Swain, its President since 1835, was displaced, and a new faculty came into power; but the University closed its doors, from 1870 to 1875, having lost touch with

the people. Ex - State - Treasurer Kemp P. Battle became President in 1876, and better days dawned on the venerable institution. It has 17 instructors and 200 students, a library of 25,000 volumes, and valuable museums. Over 4,000 North Carolinians have been educated here.

WILMINGTON, N. C.

The largest and the chief commercial city of North Carolina, in the south-eastern extremity of the State, upon the Cape Fear River, 34 mls. from the sea. It has a population of over 20,000, an extensive commerce, both coast wise and foreign. Electric cars through the principal streets to Oakdale Cemetery and the railway stations.

Railroads: Carolina Central; Wilmington, Columbia & Augusta.

NORTH DAKOTA.

The settlement of North Dakota dates back only about twenty years, when the Northern Pacific Railway was first constructed as far west as the Missouri River. During that period a large part of what was formerly unoccupied prairie is now noted as one of the great wheat-producing States of the Union, its average annual crop being about 40,000,000 bushels, reaching a yield of 64,713,328 bushels in 1891, and in 1895, 56,820,145 bushels. The State is well supplied with railways in all its settled districts, and the people form an independent, prosperous farming community. The total area of the State is 70,795 square miles, or 45,308,800 acres, nearly as large as that of Indiana and Ohio combined. The population is most dense in the eastern portion, and is still very sparse in the western part of the State. In the extreme western part of the State the country is valuable chiefly for pasturage for cattle, sheep and horses. The present population is about 225,000. The entire State is a prairie country, nearly level, in the Red River Valley and the eastern part, rolling in the central part, and hilly in the western part. Along the margin of the streams there are narrow growths of wood, and along the Missouri River there are considerable belts of timber, and also on the shores of some of the lakes and ponds. Trees grow wherever they are planted and cared for until they get a fair start, and most thrifty farmers have shade trees around their houses.

In the western part of the State lignite coal of good quality and in thick veins underlie a large portion of the country. This coal furnishes a cheap domestic fuel.

North Dakota has a healthful and agreeable climate, and its pure atmosphere serves as a remedy for many complaints growing out of bad climatic conditions in other States. The winters are cold, but dry, and in the coldest weather there is usually but little wind. The snow-fall is comparatively light. Spring comes very rapidly, and by the time the snow is off the ground the roads are good and farm-work begins. The heat of the summer is tempered by continuous breezes; the nights are almost always cool. There is general exemption from the malarious and pulmonary diseases known to many portions of the United States. Storms are rare at all seasons of the year; cyclones have never been experienced.

ADRIAN, No. Dak.

N. P. R. James River Branch. Population 50, has an elevator, store, hotel, school, lumber and coal yard, etc. Surrounding country very fertile. Small game abundant.

BISMARCK, No. Dak.

N. P. R. L. S. D. Is the capital, with a fine capitol building, erected in 1883. It is also the county seat of Burleigh county. Population, 2,200. Four hotels, five churches, five school buildings, St. Mary's Catholic Seminary, a United States

land office, three banks, a public hall, two daily and two weekly newspapers, court house and town hall. All branches of trade are well represented. Products are wheat, oats and potatoes. Shipments same. A good farming country is tributary; the land to the north, in the Painted Woods district, and around Washburn, being especially fine. Game; antelope, deer, elk, prairie chickens and duck. Four lines of steamers receiving and discharging general merchandise and supplies run to and from Upper Missouri River forts, posts and landings. Williamsport, Winchester, Fort Yates, and Standing Rock Indian Agency, to the south, are reached by stages daily, except Sunday; and Washburn, Fort Stevenson, Fort Berthold Indian Agency, and Villard, in the Mouse River County, to the north, are reached by stages daily, except Sunday, from Bismarck.

BUFFALO, No. Dak.

N. P. R. L. S. D. has 500 inhabitants three hotels, newspaper, graded school, four elevators, two churches, four warehouses, seven general stores, bank, and one school house. Produces wheat, oats and corn.

CARRINGTON, No. Dak.

N. P. R. Devil's Lake Branch. Population 700, is the point from which the Sykeston Branch diverges. It is the county seat of Foster county. has two hotels, two banks, public hall, several stores, four churches, newspaper, school building, three grain elevators, one flour mill, and three machine shops. Good farming country, wheat, oats, and potatoes being the principal products. Game: deer, antelope, geese, ducks, chickens, etc.

CASSELTON, No. Dak.

N. P. R. L. S. D. has a population of 1,200, six hotels, four churches, two school buildings, one elevator, two banks, two weekly newspapers, twelve general stores in all branches of trade, and two public halls. Wheat, barley, flax and pork are the principal products.

COOPERSTOWN, No. Dak.

N. P. R. Cooperstown Branch. Population 800, county seat of Griggs county, has three hotels, bank, several stores, four churches, four grain elevators of 175,000 bushels capacity, one grain warehouse, two lumber yards, one newspaper, a large school building and a court house. Being the terminus of this branch, Cooperstown commands the trade of Griggs, and part of Nelson and Steele counties. Grain is raised and shipped in large quantities, and cattle, hog and sheep-raising are becoming important industries. Game: ducks, geese, prairie chickens.

CRYSTAL SPRINGS, No. Dak.

N. P. R. L. S. D. on Crystal Lake, population 25, has hotel, general store, and school. Game: deer, antelopes, jack rabbits, geese, ducks, and prairie chickens in abundance. Wolves, fox, and badger are extensively trapped for their fur.

DALRYMPLE, No. Dak.

N. P. R. L. S. D. is two miles east of Casselton, and is the station for the famous Dalrymple farm, consisting of 25,000 acres under cultivation

DAVENPORT, No. Dak.

N. P. R. Fargo & Southwestern Branch. Population 300, has eight stores, one hotel, two grain elevators, flour mill, livery, blacksmith shops, school, and a lumber and coal yard. Products: wheat, barley, etc. Game: ducks, geese, prairie chickens, etc.

DAWSON, No. Dak.

N. P. R. L. S. D. population, 400. Lake Isabel and other beautiful lakes are near. One steam flour mill, three hotels, five stores, two lumber yards, school house, two newspapers, and one church. Good water is obtained at a depth of 15 feet. Game: rabbits, grouse, geese and ducks. Products are wheat, oats, flax and potatoes. Grain the principal shipment.

DAZEY, No. Dak.

N. P. R. Cooperstown Branch. Situated in the rich wheat belt be-

tween the Sheyenne and James Rivers, has a population of 300, two hotels, four stores, one livery stable, three elevators, one public hall, one church, and a commodious school building. Products: wheat, oats, barley and flaxseed. Small game.

DICKEY, No. Dak.

N. P. R. James River Branch. Population 100, has church, school, theatre, two warehouses, two elevators, four general stores, coal and lumber yard and blacksmith shop; fine place for winter fishing in the James River; small game abundant.

DICKINSON, No. Dak.

N. P. R. L. S. D. On Heart River, the county seat of Stark county, population 1,500, has three hotels, two newspapers, opera house, various stores, school-house, four churches and one bank. Antelope, and small game are abundant. Products: wheat, oats, corn, barley, potatoes. Round-houses, shops, etc., are located here. This is one of the largest cattle shipping points on the Northern Pacific line. Sheep raising has grown during the past few years to be one of the principal industries. Extensive beds of lignite coal are located east of Dickinson, and large quantities are being mined for shipment east and west.

DRAYTON, No. Dak.

N. P. R. Manitoba Division. Population 950, is located in a thickly settled farming country, and has six large elevators, six general stores, two drug stores, harness shop, two meat markets, three churches, graded school, two hardware stores, bank, two hotels, livery, opera house, two lumber yards, flour mill, two blacksmith shops, boiler and machine shop, elevator, and two agricultural implement warehouses.

EDGELEY, No. Dak.

N. P. R. Fargo & Southwestern Branch, Population 300, has twelve stores, two hotels, one weekly newspaper, bank, hall, school, two elevators, livery stable, two churches, etc. This is the terminus of the F. & S. W. branch. Connection is

made at this point with the C., M. & St. P. Ry. for points south. Large and small game plentiful.

ELDRIDGE, No. Dak.

N. P. R. L. S. D. has 100 inhabitants, one hotel, church, school house, one elevator, capacity 25,000 bushels, one store, etc. Products: wheat, etc. Game: ducks, geese and chickens.

ENGLEVALE, No. Dak.

N. P. R. Fargo & Southwestern Branch. Population 100, has one general store, lumber yard, coal and wood yard, three elevators and schoolhouse. Good farming country.

FARGO, No. Dak.

N. P. R. L. S. D. county seat of Cass County, has 10,000 inhabitants, twenty-eight hotels, twelve churches, four banks, eight newspapers (three daily and fine weekly), besides several monthly publications, a fine new opera house, a United States Land Office, court house costing over \$100,000, Holly system of water-works, gas and electric light plant, and fine schools and school buildings, three elevators with capacity of 250,000 bushels, three flour mills, four wholesale grocery houses, two wholesale fruit houses, and one saddlery jobbing house, 200 stores and manufactories; all the various branches of trade which make a thrifty and prosperous city. Fargo is the third largest farm machinery distributing point in the United States. Brick is also manufactured extensively. By the great fire of 1893, all the business houses, and the greater part of the private residences were destroyed. Since then the entire city has been rebuilt with brick and stone, making the finest appearing city in the State. A government building, to cost \$100,000, is in course of erection, and last fall the entire business portion of the city was paved at a cost of over \$50,000. It is favorably situated on the Red River, in the center of the rich agricultural belt of the renowned Red River Valley, especially adapted to the raising of wheat, oats, barley, corn, potatoes, and live stock. The Northern Pacific has round-

houses and car shops at this point, being the junction of the Dakota and Minnesota Divisions, and of the Fargo & Southwestern Branch. All kinds of small game plentiful.

FOREST RIVER, No. Dak.

N. P. R. Manitoba Division. Population 400, has seven general stores drug store, flour and feed mill, four elevators, lumber, coal, and wood yard, hotel, school, churches, State bank, livery, etc. Principal shipments wheat, oats, and barley.

GILBY, No. Dak.

N. P. R. Manitoba Division. Population 400, has grist mill, three grain elevators, with a capacity of 90,000 bushels, grain warehouse, three general stores, one hardware store, one drug store, one church with two denominations, bank, restaurant, hotel, hall, school, boiler and machine works, one newspaper, one implement warehouse, lumber yard, two wood yards, two coal yards, two blacksmith shops, one meat market, etc. The surrounding country is noted as the famous "Gilby Wheat Country". Game: prairie chickens and ducks.

GLADSTONE, No. Dak.

N. P. R. L. S. D. At junction of Green and Heart Rivers, furnishing water power, has 300 inhabitants, one hotel, school, two stores, two churches, two warehouses, one creamery, one lumber yard, blacksmith shop, and a brick roller flouring mill with a capacity of 90 barrels per day. Products: wheat, oats, potatoes, etc. Antelope, deer, beaver, rabbit and prairie chickens are abundant.

GLENULIEN, No. Dak.

N. P. R. L. S. D. Has 450 inhabitants, one hotel, school, four stores, hall, two churches, two lumber yards, and blacksmith shop. Abundance of good coal; also clay for brick-making is found in this vicinity. Game abundant.

GRAFTON, No. Dak.

N. P. R. Manitoba Division. Population 4,000, is the county seat of Walsh county, situated in center of

a beautiful farming country in the Red River Valley. The city is lighted by electricity, and has a fine water works system, thirty general stores, three drug stores, two national banks, two newspapers, seven grain elevators, and a roller process flour mill, good opera house. Educational facilities are a high school and the different ward schools. There are seven churches and six hotels. Principal shipments are wheat, flour, barley, and flax. Farmers are also now turning their attention to stock raising.

GRAND FORKS, No. Dak.

N. P. R. Manitoba Division. Population 7,900, county seat of Grand Forks county, is located on the west bank of the Red River of the North, where the Red Lake and the Red Rivers join. It is in the center of a fine farming country which is well settled by thrifty and industrious people; the farms being well improved with good and substantial buildings, etc. Grand Forks has many substantial buildings constructed of brick, which is manufactured in large quantities at this point. The city is lighted by electricity, has a fine water-works system, good sewerage, and gas throughout the city. There are 280 stores, eighteen hotels, eight churches, a court house and jail, five grain elevators, capacity 450,000 bushels, two planing mills, a saw mill, capacity 100,000 feet per day, woolen mill, five National banks, two breweries, three daily and two weekly newspapers, a United States Land Office, public halls, opera house, a high school and grammar school, etc. The University of North Dakota is located here, affording fine educational advantages to the citizens of this district.

GRAND RAPIDS, No. Dak.

N. P. R. James River Branch. Population 100, located on the James River, has school and church buildings, two elevators and general stores. The surrounding country is very fertile. Small game abundant.

JAMESTOWN, No. Dak.

N. P. R. L. S. D., population 2,297,

is the county seat of Stutsman County, and is situated in the beautiful valley of the James River, which furnishes good water power. It has seven hotels, six churches, one opera house, several daily and three weekly newspapers, three elevators, four school buildings, the North Dakota Presbyterian College, a flouring mill, a creamery, brick and lime kilns, one bank, fine private and business houses, excellent water-works, arc and incandescent electric lights, etc. The North Dakota Insane Hospital, erected at a cost of \$500,000, is located here; also a Young Ladies' Seminary, conducted by Catholic sisters. At this point are located the headquarters of the Dakota Division and branches. The Devil's Lake Branch, running to Leeds, and the James River Branch, running to Oakes, at which point connection is made with the C. & N.-W. Ry., start from here. Connection is made at Edgeley with the C. M. & St. P. Products are wheat, oats, flax, barley and vegetables. Grain is the principal shipment. Stock raising is receiving much attention. Game: ducks, geese, prairie chickens.

LA MOURE, No. Dak.

N. P. R. Fargo & Southwestern Branch. County seat of La Moure county, is situated on the James River, from 1,400 to 1,500 feet above the sea level, with a gradual slope to the river, affording fine drainage, the surrounding country being chiefly a beautiful, slightly undulating prairie, which has beneath several feet of black loam, a subsoil of silicious marl, with a heavy clay beneath for a considerable depth. Such a soil is admirably adapted to the production of wheat. Stock is also shipped to quite an extent. La Moure has a population of 800, two hotels, one bank, various stores, one newspaper, a fine public school building, churches, and a court house. La Moure is located in the midst of a considerable area of unsold Northern Pacific lands in what is known as the indemnity limit. A portion of these lands have lately come into market, and are for sale

by the company. The James River Branch connects La Moure with Jamestown, distant 48 miles, and with Oakes, distant 20 miles, and the F. & So. W. Br., from Fargo to Edgeley, passes through La Moure. All kinds of wild fowl are abundant.

LEEDS, No. Dak.

N. P. R. Devil's Lake Branch. Population 250. It has one hotel, bank, school, church, general stores, elevators, newspaper, and lumber and coal yard. Surrounded by fine agricultural lands. Abundance of antelope, geese, ducks, and chickens.

LISBON, No. Dak.

N. P. R. Fargo & Southwestern Branch. On Sheyenne River, population 1,500, is the county seat of Ransom county, and has three flouring mills, two schools, five churches, four elevators, one grain warehouse, two banks, four hotels, forty stores, an opera house, three newspapers, three lumber yards, two wood yards, one roller mill, one foundry and machine shop, two wagon shops, two brick and lime yards, etc. Shipments are mostly grain. Game abundant.

MANDAN, No. Dak.

N. P. R. L. S. D. The county seat of Morton county, has a population of 1,800, and is situated on the west bank of the Missouri River. Commodious brick depot of tasty design, costing \$10,000, are at this point. The Northern Pacific Railway have between this point and Bismarck a fine threepier iron bridge, which spans the Missouri River. Business blocks a superior red brick-home manufacture-to the value of \$150,000 have been completed. An excellent quality of lignite coal is being mined for commercial and railroad purposes a few miles west from Mandan. Mandan has five good hotels, three weekly newspapers, five churches, one public hall, two banks, a creamery capacity 600 pounds of butter daily, a roller flouring mill, capacity 600 barrels per day, in connection with which is an elevator of 150,000 bushels capacity, a court house and jail, erected at a cost of \$35,000,

good school building, etc. Two \$ 35,000 iron wagon bridges over the Heart River give easy communication with *Fort Abraham Lincoln*; six miles distant, and the rich farming valleys of "Custer," and "Little Heart," five and twelve miles southwest, respectively. The change from "Central" to "Mountain" New Standard Time is made here. At this point passengers will find at the station a very interesting display of the taxidermist's art, consisting of the heads of buffalo, elk, mountain goat, and all animals common to the Western country; also a very fine assortment of horns and antlers. Game: deer, antelope, grouse, duck, prairie chickens, snipe and plover.

MAPLETON, No. Dak.

N. P. R. L. S. D. has 400 people, three hotels, one hall, one church, four elevators, one school and five stores. This is a large wheat-shipping point. Game: prairie chickens, ducks, geese and jack rabbits.

MECKINOCK, No. Dak.

N. P. R. Manitoba Division. Population 200, has three elevators, capacity 90,000 bushels, three general stores, church, two schools, hotel, blacksmith and harness shop, and a lumber, wood, and coal yard. Surrounded by a fine wheat country.

MEDORA and LITTLE MISSOURI, No. Dak.

N. P. R. L. S. D. (Medora O. P.), lying on the east and west banks of the Little Missouri River, respectively, 80 rods apart, are practically one station, with a population of 200, one hotel, and two stores. Antelope, deer, bear, elk, ducks and geese are plentiful. This is also the central point of Pyramid Park, being but four miles distant from Cedar Canon, and six miles from the burning coal mines. Both places abound in weird and magnificent scenery, full of interest to scientists, and wonder to pleasure seekers.

MILNOR, No. Dak.

N. P. R. Fergus Falls Branch. The present terminus of the Fergus Falls Branch, has 500 inhabitants,

two hotels, three churches, three elevators, nine stores, one bank, one public hall, one newspaper, and one school. It is surrounded by a fine agricultural country, and is supplied with an abundance of pure water. Wheat is the principal product and shipment.

MINNEWAUKAN, No. Dak.

N. P. R. Devil's Lake Branch. Population 525, the county seat of Benson county, at the west end of Devil's Lake, in the midst of one of the richest tracts of farming lands offered to the settler in Dakota. It has two hotels, two churches, several general stores, court house, public hall, bank, two livery stables, blacksmith shop, a fine two-story school building, two lumber yards, feed mill, wood and coal yards, two agricultural implement warehouses, three grain elevators, and a newspaper. Products: wheat, oats, etc. Game: deer, antelope, geese, ducks, chickens, etc. Fine fishing in lake.

MONTPELIER, No. Dak.

N. P. R. James River Branch. Has two stores, two elevators, a school house, etc. Fertile farming country surrounding it.

NEW ROCKFORD, No. Dak.

N. P. R. Devil's Lake Branch. Is situated on the James River, 16 miles north of Carrington. It has a population of 600, three hotels, hall, seven stores, three elevators, one bank, one flouring mill with a capacity of 75 bbls. per day, one feed mill, two newspapers, one school and two churches. The surrounding country tributary to New Rockford has a population of about 1,000, and is very rich and fertile. Products: wheat, oats, corn, and all kinds of vegetables. Game: deer, antelope, foxes, geese, ducks, chickens, etc. Fish: pickerel, muskallonge, trout, etc.

NEW SALEM, No. Dak.

N. P. R. L. S. D. Population about 250, has two hotels six stores, three lumber yards, flour mill, grain warehouse, church, school, hall, creamery, tannery, blacksmith shop.

Lignite coal is found in abundance; also excellent clay for brick and tile making. It is the business center of a very prosperous community, and a considerable amount of Government and railroad land has been taken up in this vicinity.

OAKES, No. Dak. N. R. R.

Population 1,000, is the southern terminus of the J. R. Branch. It has five elevators, four hotels, a feed mill, a public hall and academy of music, one flouring mill, lumber yard, bank, four churches, public school, two newspapers, and fifteen general stores. Products: wheat and other small grain. Small game in abundance. Connection is made here with the C. & N.-W. R'y for points south.

OBERON, No. Dak.

N. P. R. Devil's Lake Branch. Population 250, has eight stores, lumber and coal yards, two hotels, two elevators, two livery stables, two blacksmith shops, a feed mill, etc. Ft. Totten is 11 miles distant. The surrounding country is fine agricultural land, being located in the fertile Antelope Valley. Ducks, geese, and chickens are very plentiful in season.

PEMBINA, No. Dak.

N.P.R. Manitoba Division. Population 1,200, the county seat of Pembina County, is opposite St. Vincent, on west side of Red River, and close to the International boundary line. The town has a bank, nine general stores, three hotels, good school, weekly paper, blacksmith shop, electric light plant, two lumber yards, one feed mill, and four churches. This is a port of entry. Game in abundance.

PINGREE, No. Dak.

N. P. R. Devil's Lake Branch. Population 50, has two elevators, two stores, restaurant, one blacksmith and harness shop, school, etc. The surrounding country affords fine grazing for cattle, and is also a fine agricultural land. Small game plentiful.

SANBORN, No. Dak.

N. P. R. L. S. D. population 600, has two newspapers, two public halls, four churches, two hotels, one school, eleven stores, one bank, three elevators (capacity, 150,000 bushels), and good local industries. Products are wheat, oats, flax, corn and barley; wheat the principal shipment. Game: a few antelope, ducks, grouse and geese. The Cooperstown Branch starts here, and runs north 36 miles to Cooperstown.

SHELDON, No. Dak.

N. P. R. Fargo & Southwestern Branch. Near the Sheyenne and Maple Rivers, population 600, has one newspaper, three machine depots, one livery stable, three hotels, two banks, one public hall, sixteen stores, four grain elevators, one school building and three churches. Products: wheat, oats, barley, etc., wheat the principal shipment. Game: antelope, geese, ducks, prairie chickens. Fish; pickerel, catfish, etc.

SIMS, No. Dak.

N. P. R. L. S. D. Population 300, mostly miners, has a hotel, church, school, various stores, etc. A very good quality of lignite coal is mined at this point. The surrounding country is well adapted to stock raising.

STEELE, No. Dak.

N. P. R. L. S. D. the county seat of Kidder county, has 300 inhabitants, two elevators, court house, hall, two hotels, livery stable, one weekly paper, school building and four stores. Attention is turning to stock raising, this industry more than doubling the last year. Products and shipments: wheat, flax, stock and farm products. Game: prairie chickens, geese, brant, ducks, curlew and antelope.

STERLING, No. Dak.

N. P. R. L. S. Population 50, has one hotel, one general store, one lumber yard, two grain warehouses, two churches and a public school. It is situated near the center of Burleigh county, in an excellent farming country. Grain is the principal shipment. Game; deer, antelope and small game of all kinds.

SYKESTON, No. Dak.

N. P. R. Devil's Lake Branch. Population 50, on a branch 13 miles west of Carrington, is situated on the Pipestem River, which can be utilized for a good water power. Sykeston has one hotel, one hall, two stores, a school and church, elevator, lumber and coal yards, and blacksmith shop. Surrounded by rich farming country.

TOWER CITY, No. Dak.

N. P. R. L. S. D. population 450, has two hotels, three churches, a weekly paper, bottling works, an artesian well, public hall, one school, the Tower University (conducted by the Baptist denomination), two elevators, steam flouring mill, two public parks, brick yard, and public library. Is centrally located in a wheat region. Ducks, geese, and prairie chickens.

VALLEY CITY, No. Dak.

N. P. R. L. S. D. on the Sheyenne River, is the county seat of Barnes county. It numbers 1,500 inhabitants, has three hotels, five churches, three newspapers (one daily), two public halls, one school building, a steam flouring mill (225 bbs. capacity), four elevators, one bank, and over 20 stores. State Normal School is located here. Fine grazing and grain growing section. Wheat, flour and small grains principal shipments. Game: ducks, prairie chickens and antelope.

VALLEY JUNCTION, No. Dak.

N. P. R. Fargo & Southwestern Branch. Junction point of J. R. and

F. & S. W. branches. One wheat warehouse.

WAHPETON, No. Dak.

N. P. R. Fergus Falls Branch. Population 3,000, is located at the junction of the Otter Tail and Bois de Sioux rivers, at the head of steamboat navigation on the Red River. It is the county seat of Richland county, and has two school buildings, opera house, two public halls, seven churches. The Red River Valley University, Methodist College of North Dakota is located here, three elevators with 170,000 bushels capacity, two large grain warehouses, one steam flouring mill, one steam factory and repair shop, three banks, five hotels, four newspapers, water works and electric light plants, lumber yards, fifty-five stores, etc. Surrounded by fine prairie land. Grain and flour principal shipments.

WHEATLAND, No. Dak.

N. P. R. L. S. D. population 350, has two hotels, one newspaper, one school house, three elevators, six stores, one bank, one livery stable, two churches, etc. Grain shipments are wheat, oats, flax and barley; wheat shipments large. Small game abundant.

WINDSOR, No. Dak.

N. P. R. L. S. D. population 20, has one elevator (25,000 bu. capacity), two stores, school, and church. Geese, ducks, and chicken plentiful in season. Fox, badger, and antelope are trapped within three miles of the town.

OHIO.

The State of Ohio derives its name from the large river forming its southern and eastern boundaries. Joliet was the first white man to visit this region in 1669; for this reason, Ohio became by right of occupation, a part of New France, extending in olden times, from Labrador to the Mississippi. The King of England, after the annexation of French America, in 1763, proclaimed Ohio to be outside of all existing provinces and under the king's sovereignty, protection and dominion, for the use of the Indians. But in 1774 the Earl of Dunmore sent troops there and Ohio was annexed by him to the Province of Quebec. After the Great Revolution, the states of Virginia, New York and Connecticut claimed part of the territory, according to their old charters, granted them by the kings, James II and Charles II, in the 17th century.

A band of New England veterans, of the Revolutionary War, made the first permanent settlement at Marietta, in 1798, where the Muskingum empties into the Ohio. Marietta was so called in memory of Queen Marie Antoinette of France. In the same year Cincinnati was founded and the North-West Territory settled; which territory includes all land north-west of the Ohio River and east of the Mississippi, including Illinois, Indiana, Michigan, Wisconsin and a part of Minnesota. Its Constitution contained the clause, that there should be neither slavery nor involuntary servitude. In 1796,

Moses Cleaveland, with Connecticut people, founded Cleveland on Lake Erie, now an extraordinarily flourishing city. Ohio, with its present boundaries, was admitted as a state in 1802 and had a population of: 2,665,260 in 1870
3,198,062 in 1880
3,672,816 in 1890

and to-day has more than 4,000,000. The products of manufactures are yearly: \$348,305,690; \$156,777,152 of farming. There are 183,609 operatives, earning 62,103,800 wages yearly.

In past times there were very bloody fights in Ohio with the Indians, who endeavored to check the white invaders by murderous massacres. The country between the two Miami Rivers won the fatal name of the, "*Miami Slaughter Pen*." But already in 1811, the first steamer, the "Orleans", descended the Ohio from Pittsburg to Cincinnati. In the war of 1812, the English army invaded Ohio, but was repulsed. During the Civil War Ohio stood in the front rank of the combattants for the emancipation of the slaves. In 1863 Ohio had about 200,000 soldiers in the field, retaining also the Ohio organized militia of 168,000 men and the armed and disciplined Ohio Volunteer Militia of 44,000.

In Ohio there lived in 1890 285,668 German born persons.

The name Ohio is derived from the Indian word; "*Oheo*", meaning the "beautiful river". The Ohio is the largest tributary of the Mississippi, emptying into it a greater quantity of water than the Missouri. The

river drains 214,000 square miles, falling from 697 feet high at Pittsburg, to 269 ft. at Cairo, affording immense water power to its borders.

Ohio is the fourth state in the Union in population and wealth, raising yearly 100,000,000 bushels of corn, 37,000,000 of wheat, 37,000,000 of oats, 12,000,000 potatoes, 35,000,000 pounds of tobacco, 3,000,000 tons of hay, 2,500,000 gallons of wine, 31,000,000 bushels of apples, 1,500,000 of peaches, 3,000,000 pounds of maple sugar, 2,500,000 pounds of honey and plenty of other agricultural products. The popular name of Ohio, is the "*Buckeye*" State, from the multitude of buckeye-trees, the nuts of which resemble a buck's eye.

AKRON, Ohio.

A flourishing city of 30,000 inhabitants, on the Ohio and Erie Canal and the Cuyahoga River; the latter affords water power for the flour mills, woolen mills and other industrial establishments of the city. Seat of *Buchtel College*, organized in 1870 by the Ohio Universalist Convention, with 17 instructors, 180 students and a library of seven thousand volumes.

Railroads: N. Y. Lake Erie & Western.

ALLIANCE, Ohio.

An important railroad junction, 83 miles west of Pittsburg and 17 miles east of Canton, Ohio. A branch line of the Pennsylvania R. R. runs from here to Cleveland.

ATHENS, Ohio.

A small town of 2620 inhabitants, prettily situated on the Hocking River, a tributary of the Ohio; station of the B. & O. R. R. Seat of the *Ohio University*, founded in 1804, the oldest institution of science west of the Ohio River, with 25 instructors and 320 students, having access to a library of 15,000 volumes. In the vicinity of Athens are interesting Indian mounds, much visited by scientific explorers, who believe them to be a relic of the early inhabitants of the United States.

BELLAIRE, Ohio.

A steamer landing and railroad junction on the Ohio, between Wheeling, W. Virginia and Zanesville, Ohio; 98 miles from Pittsburg, Pa. and 378 miles, by river, to Cincinnati.

BELLEFONTAINE, Ohio.

A trading town of 5000 inhabitants, about 60 miles north-west of Columbus and the Capital of Logan County. It takes its name from the numerous large fountains of excellent fresh water, in the surrounding forests and hills. The neighborhood is very fertile, all kinds of farming produce being produced here. There are also some manufactoryes and public buildings.

BELPRE, Ohio.

A steamer landing and railway crossing on the Ohio, opposite Parkersburg, West Virginia, with which it is connected by a splendid railway bridge.

BLENNERHASSET'S ISLAND.

In the Ohio River, two miles below Parkersburg, once the residence of H. Blennerhassett, an Irishman of distinction, connected with the famous conspiracy of Aaron Burr. His Cottage and beautiful gardens were destroyed, so that now the ruins only are to be seen.

CANTON, Ohio.

A remarkable city of 28,000 inhabitants, very nicely situated on Nimisillen Creek and surrounded by a farming district excellent for the growing of wheat. Bituminous coal and limestone, found in the vicinity, supply a flourishing manufacturing industry. Canton is wellknown all over the world as being the birthplace of President Mc. Kinley, who has his residence here.

CHILLICOTHE, Ohio.

A flourishing city of 12,000 inhabitants, nicely situated on the Scioto River and the Erie and Ohio Canal. The first settlement was made here in 1796. From 1800 to 1810 it was the seat of the state government, afterwards removed to Zanesville.

The country around the city being very fertile and populous, is the source of a large trade in agricultural implements. There are also important manufactures, including the shops of the Baltimore & Ohio R. R., flour mills, machine shops, carriage and car factories, shoe factories, paper mills and others.

CINCINNATI, Ohio.

The Metropolis of Ohio, situated in 39° 6' N. and Long. 84° 27' W., on the northern bank of the Ohio River. Founded in 1778, it was incorporated as a city in 1814, having in 1850 a population of 115,436. In 1890 it had grown to 300,000 inhabitants, exclusive of several populous suburban villages, with more than 150,000 souls. The names of these villages, on the hilltops of the Ohio are: *Clifton, Mt. Avondale, Mt. Auburn, Price Hill and Walnut Hill*. The hills surrounding Cincinnati are 350-450 feet in height, forming one of the most beautiful amphitheaters on the continent. From the hilltops; Cincinnati, the large river and the cities of Covington and Newport, Kentucky may be seen. The central position of Cincinnati has rendered it one of the most important commercial centers of the West, hence its name: "The Queen City of the West". Among its principal features are the great schools of Art and Music; the splendid public buildings, like the *Post Office*, government building, the building of the *Chamber of Commerce*, the *Masonic Temple*, the *Stringer Music Hall*, and others; the inclined railroads, leading to the hills, the suspension bridge, to the Kentucky shore of the river; the magnificent large Parks, *Burnet Wood, Eden* and the *Zoological Garden*; the *Great Exposition Building* and *Music Hall*; *Spring Grove Cemetery*, generally believed to be one of the most picturesque in the world; the beautiful *Tyler-Davidson Fountain*; the interesting German Quarter, "*Over the Rhine*", (i. e. the Miami Channel) and "last but not least", the very much frequented German Beer Cellars on the hilltops, where every visitor feels himself more comfortable than in

any other city. Cincinnati is one of the largest American Manufacturing Centers. In the city itself, there are about 100,000 workingmen, producing yearly more than \$ 200,000,000 of goods.

Cincinnati is principally built upon two terraces; the first 60, the second 112 feet above the Ohio. The latter has been graded to an easy slope, terminating at the base of the hills. The streets are laid out with great regularity, crossing each other at right angles, are broad and well paved and, for the most part, beautifully shaded. The business portion of the city is compactly built. The outer highland belt of the city, is beautified by costly residences, erected in the midst of extensive and neatly adorned grounds. The most prominent business street is *Fountain Square*, an enlargement of Fifth Street, with the *Tyler-Davidson Fountain*, one of the most notable works of art in the United States; it was cast in Munich, after the model of A. von Kreling, a well known German sculptor; it cost nearly \$ 200,000.

Other important business streets are; *Third* and especially *Fourth Streets, Pearl Street, Vine* and *Main Streets*. Along *Front Street* at the foot of *Main Street*, is the *Levee or Public Landing*, an open area, paved with boulders, 1000 feet long and 425 feet wide. Steamboats from many places on the Ohio and Mississippi and their tributaries, call here, the principal place of intercourse. Other interesting streets are *Pine St.* from 3rd to 5th, called "*Lovers Walk*"; the portion of *Freeman St.*, lying along *Lincoln Park*, a favorite promenade, and *Emery Arcade*, extending from *Vine* to *Rall St.*, between 4th and 5th Streets, a distance of 400 feet, having nice stores of various kinds. The Building of the *Chamber of Commerce*, erected after designs by H. H. Richardson, may be called the most beautiful edifice in the city; it is open on every business day from 11.00 a. m. to 2.00 p. m. The *City Hall* is also a splendid building, of red sandstone, occupying the entire block, bounded by *Central Avenue, Plum, Eighth* and

Ninth Streets. It was completed in 1893. From its tower the visitor has a very good view of the city. The *University of Cincinnati*, with 20 instructors and 300 students, has a library of 20,000 volumes. It was founded by Ch. Mc Micken in 1870 and has its new and fine buildings in Burnet Woods Park. *The Art Museum*, erected in *Eden Park* at a cost of over 350,000, contains paintings, sculptures and other works of art. It is open daily from 9,00 a. m to 5,00 p. m., Sundays 1,00 p. m. to 5,00 p. m. Admission 25 cents, (during the summer months); Sundays and Thursdays 10 cents.

The *Suspension Bridge*, connecting Cincinnati with Covington, Kentucky, is very remarkable. John A. Roetling, the well known German engineer, who constructed the East River Bridge, between New York and Brooklyn, also erected this bridge, the pride of the Queen City. Its height above the river is over 100 feet, entire length, 2,718 feet, distance from tower to tower, 1,057 feet. A toll of three cents is charged. There are also five other bridges across the Ohio, connecting the metropolis with Newport and Covington. The Chesapeake and Ohio Railway Bridge, also a magnificent piece of engineering, is built on the principle of parabolic truss and has three spans, the middle one 550 feet long, representing the longest truss span in the world.

Every European visitor to Cincinnati should go "*over the Rhine*". At least a third of Cincinnati's population is German born or of German descent. This part of the population occupies the large portion of the city, north of the Miami Channel, called "*Father Rhine*". The visitor here hears no other language than German. All theaters, turner halls, churches, dwelling, more particularly the beer cellars and beer gardens, remind the tourist of Germany. From the *Lookout House*, a beer-garden on top of Mt. Auburn, (inclined railway), the best views of the surrounding country can be obtained.

Railways: Cincinnati, Hamilton &

Dayton; Cincinnati, Lebanon & Northern; Cincinnati Northwestern; Cincinnati, Washington & Baltimore; C. C. C. & St. L.; Lake Erie & Western; Ohio & Mississippi; Ohio & Northwestern; Pittsburg, Cincinnati & St. Louis.

Agents of the North German Lloyd:
Atlas Nat'l Bank, Foreign Dep't, Cincinnati Ohio.

Bepler & Co., 180 E 3rd St, Cincinnati Ohio.

S. Kuhn & Sons, Cincinnati Ohio,

F. Matt, German Nat'l Bank, Cincinnati Ohio.

Ohio Valley Nat. Bank, 17 E 3d St., Cincinnati Ohio.

Western German B'k., Cincinnati Ohio.

CLEVELAND, Ohio.

The second city of Ohio, situated on the south shore of Lake Erie, at the mouth of the Cuyahoga River, on a high bluff, one of the most beautiful places on the great lakes. The great number of trees in its avenues and the gardens surrounding the residences, have won for it the title of "*The Forest City*"; it is also a very healthy resort. Its principal features are: the Viaduct, connecting Cleveland and West Cleveland, built across the Cuyahoga Valley and the spacious harbor, with piers and two breakwaters, erected at great expense. The great *Viaduct*, spanning the river valley, on a level with the plateau, was completed in 1878; it is 3211 feet long and a triumph of American engineering. But more important still, is the fine harbor, with five ship-yards, for the construction of wooden and steel vessels. There is sufficient room for the myriads of steamers and sailing vessels, ploughing the waters of the great lakes. The mammoth tourist steamers, running between Buffalo and Duluth, always stop several hours at Cleveland, so as to give passengers an opportunity of seeing the "*Forest City*". General Moses Cleveland of Connecticut, established

here the first settlement in 1796, but it was not till 1834, that the city began to develop, when the Ohio Channel, connecting the Ohio River with Lake Erie, was completed. Another impetus was given the town in 1850, by the railway system having at this point, a very important junction. Twelve lines of steamers and ten railways converge here, handling an immense commerce. The manufacturing industry took a rapid start, especially the iron and steel branches, which are very numerous and largely represented. The Standard Oil Company has established here large coal-oil refining workshops, 50,000 workmen being employed in the industries connected with oil refining, in ship building and in the manufacture of agricultural implements, wooden ware, railroad cars, sewing machines, sulphuric acid, white lead and many other things. The value of products in 1890 amounted to \$105,000,000. In 1870, Cleveland had 92,829 inhabitants; but in 1890, 261,353. At the time of the Centennial Festival, in 1896, the population was estimated to be 300,000, more than one tenth being of German descent.

The most prominent Streets are: *Euclid Avenue*, Superior, Prospect, Detroit, Ontario, Water, Bank, Seneca and St. Clair Streets. *Superior Street* is the principal thoroughfare, the western portion of which, contains the most prominent business houses in the city, among them: *Case Hall*, the *Perry-Paine Building*, *Post Office*, *City Hall*, *Music Hall*, *Hotel Hollenden* and others. The *Public Square* or *Monumental Park*, is a large square, in the center of the city, intersected by Superior Street and in which are the monuments of *Moses Cleaveland* and to the *Soldiers* of *Cuyahoga County*, who fell in the Civil War. *Euclid Avenue* has its business center in the vicinity of Public Square, the greater part of which, however, is one of the handsomest residence streets in America, intersecting the beautiful *Wade Park*, in the grounds of which, are the buildings of the *Western Reserve University* and the *Case School of Applied Sciences*. The avenue ex-

tends out to the beautiful *Lake View Cemetery*, covering 300 acres, on which \$500,000 has been expended. $2\frac{1}{2}$ acres, at the highest point of the cemetery grounds, is reserved for the *Garfield Monument*, beneath which, lie the remains of the late President, who was born at Cleveland. *Prospect Street*, running parallel to Euclid Avenue, rivals with the latter in beauty.

The interesting *Statue of Commodore Perry*, the hero of the naval engagement with the British, in 1812, formerly in *Monumental Park*, has been removed to *Wade Park*. If the weather is fine, every one should visit the parks of the "Forest City", among them, *Gordon Park* and the *Bluffs of Rocky River*, which latter flows seven miles west of the great Viaduct, through a deep gorge, between perpendicular cliffs; from here the most extensive and unbroken view may be obtained of Lake Erie. *Black River Point* is seen on the west, the spires of Cleveland shining out against the green curve of the eastern shore; away towards the north, stretches the immense expanse of water, unbroken to the view, on the horizon line of which, distant sails may be seen, which, however, are still only in midlake, with miles of blue waves beyond. If the weather is not fine, go into the *Arcade*, a fine passage, 400 feet long and 150 feet high, connecting Superior Street with Euclid Avenue. There you will find, beautiful stores and interesting exhibitions, besides meeting the haute volée of the city.

The *Western Reserve College* was founded at Hudson in 1826, being removed to Cleveland in 1882. In 1884, the *Western Reserve University* was chartered, deriving its name from the fact, that the southern shores of Lake Erie were formerly the "Western Reserve" of the State of Connecticut. The trustees having decided against co-education, a separate woman's college was erected and connected with the university. The latter has now 152 instructors, 920 students and a library of 130,000 volumes.

Railroads: Cleveland, Cincinnati!

Chicago & St. Louis; Cleveland & Canton; Cleveland & Pittsburg; Lake Shore & Michigan Southern; N. Y. Chicago & St. Louis; New York, Lake Erie & Western.

Agents of the North German Lloyd:
E. L. Browne & Co., 189 Superior
St., Cleveland Ohio.

D. Jay Colver & Co., Superior
St., Cleveland Ohio.

Ger Am Sav Bank Co., Cleveland
Ohio.

Louis Perczel, 534 Pearl St.,
Cleveland Ohio.

M. Schaffer, 218 Bank St. Cleve-
land Ohio.

J. C. Wagner & Bro, 178 Superior
St., Cleveland Ohio.

300,000, contains the *Post Office* and *United States Court House*. The *State Court House* is also a prominent building, costing more than 500,000. The *State Penitentiary*, in the castellated style, covers thirty acres of ground, on the east bank of the river, just below where the Olentangy empties into the Scioto. The *Central Ohio Lunatic Asylum* occupied 300 acres, on the hills west of the city. The *Blind Asylum*, the *Deaf and Dumb Asylum* and the *Idiot Asylum*, are other public institutions of importance, with extensive buildings. The *U. S. Barracks*, in the midst of a nice park, in the north-eastern suburb of Columbus, with many offices and magazines. The *Ohio State University*, organized in 1870, with the *State Agricultural Experiment Station*; the *Ohio Meteorological Bureau* and the *State Forestry Bureau*, has 79 instructors and 900 students. The latter form a battalion of four companies, commanded by lieutenants of the U. S. Army.

Agents of the North German Lloyd:
Reinhard & Co., 180 S High St.,
Columbus Ohio.

Ward Bros., 272 N High St.,
Columbus Ohio.

John G. Grossman, 41 S High St.,
Columbus Ohio.

E. Kiesewetter, Cashier Ohio
Savings Bank, Columbus Ohio.

CONNEAUT, Ohio.

A town near the boundary line between Ohio and Pennsylvania, known as the landing-place of the first settlers of the northern part of Ohio.

COSHOCOTON, Ohio.

The Capital of Coshocton County, picturesquely built up on the hills above the Muskingum River, about 40 miles north of Zanesville.

Railroads: Pittsburgh, Cincinnati & St. Louis; Cleveland & Canton.

DAYTON, Ohio.

The fifth largest city in the state, founded in 1796, on the Great Miami River, where the Mad River empties

The *United States Government Building*, erected at an expense of

into it. Dayton had in 1890, 61,220 inhabitants and is an industrial center of remarkable activity, employing more than 10,000 operatives and turning out agricultural machines, steam engines, boilers, railrod cars, stoves, paper, hollow ware and other industrial objects, amounting yearly to over 23,000,000. The public buildings are worthy of special notice, especially, the *Central National Soldier's Home*. There are also 52 churches, two court houses of white marble, connected by corridors, a fine *Soldiers' Monument*, erected in 1884, a *Public Library*, in the center of Public Square, containing 35,000 volumes and other interesting buildings. Seven railways converge within the city limits.

Railroads: C. C. C. & St. Louis; C. H. & D.; D. Fort Wayne & Chicago; N. Y. Lake Erie & Western; P. C. & St. Louis.

Agent of the North German Lloyd:

Jacob Stephans, 37 Jefferson St., Dayton Ohio.

The Central National Soldier's Home. This group of forty fine buildings, including a church and a hospital, accommodating 300 patients, is situated three miles west of Dayton, on the summit of a picturesque hill. The grounds embrace 700 acres, well shaded by forest trees, with a deer park, three artificial lakes, an artificial grotto, hot-houses and flower beds. 5000—6000 veterans are living here, enjoying a fine Library, music hall, billiard rooms, bowling-alleys and other sources of entertainment.

DELAWARE, Ohio.

A town of 8200 inhabitants, on the Oleautangy River, remarkable for its mineral springs; seat of the *Ohio Wesleyan University*, organized in 1844 by the Methodist Episcopal Church and has 98 instructors, 1400 students and a library of 18,000 volumes. Since 1863 the University has been connected with the *Ohio Wesleyan Female College*.

Railroads; C. C. C. & St. L.

DRESDEN, Ohio.

A German settlement, on the Mus-

kingum River, 17 miles above Zanesville, with which latter city it is connected by rail and steamer.

HAMILTON, Ohio.

25 miles north-west of Cincinnati, the manufacturing center with 20,000 inhabitants, of a rich farming country on the Miami: producing especially: machines, railway supplies, agricultural implements, paper, flour and woolen goods. The Miami, having here a fall of 28 feet, furnishes excellent water power for all industrial purposes of the city.

Railroads: Chicago, St. Louis & Pittsburg; Cincinnati, Hamilton & Dayton.

IRONTON, Ohio.

An important business center on the Ohio, 150 miles east of Cincinnati, situated on the top of picturesque hills; headquarters of the famous "*Hanging Rock*", iron region, embracing a portion of southern Ohio and northeast Kentucky. In 1890 it numbered 10,989 inhabitants. The steamers running between Pittsburgh, Pa. and Cairo, Ill., touch here at the landing-stage. There are also several machine shops, blast furnaces, rolling mills and other manufactures.

Railroad: Dayton, Fort Wayne & Chicago.

LAKESIDE, Ohio.

A very popular summer resort on the lake shore, just outside the mouth of the beautiful bay of Sanduskey. Lakeside is the terminus of all railways touching Sanduskey and the steamer landing of several lines, connecting Sanduskey with Detroit and other Lake cities.

LIMA, Ohio.

A remarkably busy trading town, at one of the most important railroad junctions, in the north-western part of the state. Population 14,000.

Railroads: Cincinnati, Hamilton & Dayton; Lake Erie & Western; Pittsburg, Fort Wayne & Chicago.

LONDON, Ohio.

A nice town, 25 miles west of Columbus, on the Pan Handle Route, the Capital of Madison County, with good schools, several public buildings etc.

MANSFIELD, Ohio.

An industrial city of 15,000 inhabitants, at the crossing of the New York, Chicago and St. Louis R. R. engaged in the manufacture of threshing machines, machinery, flour, stoves, paper and furniture. The adjacent region being fertile and populous, a profitable trade in corn and other agricultural products is carried on. The *Court House* is the most important public building.

Railroads: B. & O.; N. Y. Lake Erie and Western.

MARIETTA, Ohio.

A thriving city of 10,000 inhabitants, picturesquely situated where the Muskingum River empties into the Ohio, on the west bank of the latter. The steamers, running between Pittsburg and Cairo, Ill., touch here at their landing-stage. Marietta is also the terminus of the Cleveland and Marietta R. R. It carries on a large trade in petroleum, obtained in the vicinity. *Marietta College*, a non-sectarian institution, founded here in 1833, has a staff of 27 instructors and 273 students and a large library of 52,000 volumes. Marietta is the oldest settlement in Ohio, being founded in 1788.

MASSILLON, Ohio.

A busy industrial city, on the Ohio and Erie Canal and the Tuscarawas River, with 11,000 inhabitants. The country in the neighborhood is one of the best and the most productive coal fields of Ohio, as well as containing an excellent white sandstone. Large shipments of coal, sandstone, iron ore, wool, flour and grain, are made from here to all parts of the state.

NEWARK, Ohio.

Situated at the crossing of the Pittsburg, Cincinnati, Chicago and St. Louis R. R. and Baltimore & Ohio R. R. as well as at the confluence of three branches of the Licking River, an industrious city of 15,000 inhabitants. In the vicinity are coal mines, coal oil refining establishments and quarries of sandstone. The *Erie* and *Ohio Canal*

intersects Newark, affording an opportunity for local shipping trade.

OBERLIN, Ohio.

A small town, 41 miles west of Cleveland, owing its sole importance to being the seat of *Oberlin College*, organized in 1833 by the Congregationalists and especially devoted to the education of pastors and missionaries. The institution numbers 88 instructors and (1896) 1462 students, with a library of over 44,000 volumes. Oberlin College, combining manual labor with study, was the first to open its doors to negro students.

POMEROY, Ohio.

The fifth important town on the river above Cincinnati in trade and commerce, having a population of 5000. It is surrounded by 26 salt furnaces and several coal mines. The furnaces have a yearly output of about 12,000,000 bushels. The steamers running between Pittsburg Pa. and Cairo, Ill. touch here.

PORTSMOUTH, Ohio.

A picturesquely situated town on the Ohio River, at its confluence with the Scioto and the terminus of the famous Lake Erie and Ohio Channel. It is a very flourishing city with a population of about 15,000 souls. The *Scioto Valley* is one of the best farming districts of this fertile region. Its products are a source of a very profitable trade in country produce; although the iron industry forms the principal source of wealth to the city. Portsmouth is the distributing center of the rich mineral deposits of this neighborhood, having also many blast-furnaces, rolling mills, foundries and other factories. There is a landing-place of the steamers plying between Pittsburg, Pa. and Cairo, Ill. Portsmouth is also the terminus of a branch of a Baltimore & Ohio R. R.

PUT-IN-BAY ISLANDS, Ohio.

The name of a handsome group of islands in the north-west corner of Lake Erie, where the Detroit River empties into the lake. A very popular summer resort, combining

all the advantages of pure air, bathing, fishing, boating and all the conveniences of any of the lake cities. There are only 600 inhabitants, but several summer hotels. *Kelly's Island* is the largest of the group and has daily steamer connection with Detroit. Some people praise the products of the vineyards of these islands, but all Ohio wines have a disagreeable flavor.

SANDUSKY, Ohio.

An important town on the beautiful Sandusky Bay, the largest inlet on the southern shore of Lake Erie, between Cleveland and Toledo, with an excellent lake harbor. Sandusky carries on the largest trade in fresh water fish, in the world, amounting in value to 2,000,000 yearly; a very extensive fruit trade (more than 1,000,000 yearly), has a yield of 2,000,000 gallons of wine a year and a remarkable trade in blue and white limestone. 1000 men are employed in the fish industry alone; the annual ice yield of Sandusky amounts to 250,000 tons, all of which can be stored at one time in the spacious ice-houses. The *State Fish Machinery* is here, 3000 young white fish being put into the lake every year. The town has 20,000 inhabitants and is finely built on a slope, rising from the lake, affording a delightful view over Lake Erie. The steamers running between Buffalo and Toledo, stop here, affording an opportunity for tourists to take a look at this charming city.

SHELBY JUNCTION, Ohio.

Crossing of the Lake Erie Division of the B. & O. R. R., a busy village, about 70 miles from Cleveland.

SIDNEY, Ohio.

A pretty town on the Great Miami River, 23 miles south-west of Bellfontaine. A branch of the Miami Channel intersects the city, affording considerable water power.

SPRINGFIELD, Ohio.

A thriving city of 35,000 inhabitants, at the confluence of Madison River and Lagonda Creek, which afford excellent water power for the city's

manufactories. The city lies in the midst of the very richest farming country, owing to which, Springfield carries on a great trade in wheat, corn, flour and other agricultural products. The *Lutheran Seminary* (Wittenberg College) was founded here in 1845. It has 450 students, instructed by 21 teachers and having access to a library of 12,000 volumes.

Railroads: C. C. C. & St. L.; New York, Lake Erie & Western.

STEUBENVILLE, Ohio.

On the west bank of the Ohio, where the Pan Handle Route crosses the river, which is here over a quarter of a mile wide; an industrial and commercial city of some importance. It had 13,394 inhabitants in 1890. Flour mills, foundries, machine shops, rolling mills and other industries. Excellent coal abounds in this region, there being no less than eight shafts within the city limits. The surrounding country being very fertile, Steubenville is the center of a profitable trade in all kinds of farming products. The new *County Court House* is the most prominent public building. The scenery in the neighborhood of the city is picturesque. Steubenville is a prominent landing-place of the Ohio steamers, running between Pittsburgh, Pa. and Cairo, Illinois.

TOLEDO, Ohio.

The fourth largest city of Ohio, on the Maumee River, three miles from a large bay and six miles from Lake Erie, at the south-west corner, an important lake port, rapidly increasing in population. Toledo had in 1850 only 3820 inhabitants, but now about 100,000. It has large locomotive and car factories, iron works, bicycle plants, flour mills, furniture factories, breweries and other industrial establishments, producing yearly goods to the value of 18,000,000 to 20,000,000; an important shipping point for grain and lumber. Pipe lines conduct natural gas into the city for manufacturing and other purposes. The population enjoys the benefits of a very large Public Library of 35,000 volumes.

The *Toledo Club House*, the *Soldiers' Monument* and the *Produce Exchange* are the most remarkable public buildings.

Agents of the North German Lloyd; Wm. Gates, 403 Madison St., Toledo Ohio.

C. R. Fischer, 102 Summit St., Toledo Ohio.

UNION, Ohio.

An important railroad center, 56 miles south-west of Bellefontaine, cut by the boundary line of Indiana and Ohio; the village being divided between these two states.

URBANA, Ohio.

A flourishing commercial and manufacturing city of 6500 inhabitants, the Capital of Champaign County, 45 miles north-west of Columbus. The most important manufacturing concern is the U. S. *Rolling Stock Co.* The *Urbana University* is said to have been erected by the Lutherans in 1851, but is also a *Swedenborgian College*. In *Monument Square* is a nice *Soldier's Monument*. The High School of Urbana has 400 pupils.

Railroads: Chicago, St. Louis & Pittsburg; New York, Lake Erie & Western.

WELLSVILLE, Ohio.

An important wood shipping point, on the Ohio, 52 miles from Pittsburg, Pa. near the boundary line of Pennsylvania. It has several manufacturers, foundries and machine

shops. The steamers running between Pittsburg and Cairo touch here.

XENIA, Ohio.

A busy city, at an important railway junction, between Columbus and Cincinnati, with 7301 inhabitants. The center of the twine and paper industries and the seat of some high schools. In the vicinity is *Wilberforce University*, erected in 1856 by the Methodist Episcopalians, with 20 instructors and 334 students. There are also; the *Presbyterian Theological Seminary* and the *Ohio Soldiers' and Sailors' Orphans Home*, with 700 inmates.

Railroads: Dayton, Fort Wayne & Chicago; Pittsburg, Cincinnati & St. Louis.

ZANESVILLE, Ohio.

A very nice trading and manufacturing city, of 21,000 inhabitants, on the Muskingum River, at its confluence with the Licking River. The country around the city being fertile, is a source of a profitable trade in corn, wine and other agricultural products, although the water power, furnished by the rivers, the bituminous coal, iron ore, limestone and clays, in the adjacent region, are still more important for its development. Several public buildings of Zanesville are remarkable, especially the *Zanesville Athenaeum* containing a public library of 310,000 volumes. There are water works, electric cars, six railway bridges and steamers, running up the Muskingum River to *Dresden*, Ohio, a German settlement, 17 miles above Zanesville.

Zanesville was founded in 1799 by Ebenezer Zane of Wheeling and was from 1810 to 1835, the seat of the state government.

OKLAHOMA.

On April 22, 1889, President Harrison's proclamation opened this great tract of land for settlement.

At Guthrie a town was staked out covering over 1,200 acres, and ten thousand people slept upon the ground on the first night.

On September 22, 1891, the lands bought from the Iowa, Sac, Fox and Pottawatomie Indians came into market, and there was another wild rush for lands, but, owing to better governmental regulations, the mad scenes which attended the opening of Oklahoma were not repeated.

Oklahoma, which includes Beaver county, heretofore known as "No Man's Land," was opened to settlement April 22, 1889. Then it was a wide, unorganized, unsettled country. To-day we describe it as containing Payne, Logan, Oklahoma, Cleveland, part of Canadian, and part of Kingfisher counties. The Sac and Fox reservation are now known as A and B counties. In April, 1892, the Cheyenne and Arapahoe lands were thrown open, and now constitute C, D, E, F, G, and H counties. These settlers were in such mortal haste to settle, organize and get to work, that they couldn't waste time in selecting names for their new counties.

Oklahoma is well watered by rivers and creeks. The principal streams are the Cimarron river, the North Fork of the Canadian and the Canadian river proper. Spring water is found in nearly every part of this

vast domain, and a good supply of well water can be obtained at a depth of from twenty to fifty feet.

The land occupied by the Kiowa, Comanche and Apache Indians, in the southwestern portion of the Territory, between the main branch of the Canadian river and the Red river, is for the most part, mountainous, rugged, broken and somewhat rocky, and fit only, the greater part of it, for grazing purposes.

The vegetation of the Territory is very much like that of northern Texas and the State of Kansas.

The climate is enjoyable in the extreme. Situated in the most favorable latitude, the summers are long and warm, while winter is but a dividing line between fall and spring. In the coldest part of the season the thermometer has never been known to go below twenty or thirty degrees in central or southern parts, and the average or mean temperature is stated to be fifty-five to sixty degrees. In the northwest and the Neutral Strip the temperature is about five degrees lower, owing to the proximity to the perpetual snows of the Rocky Mountains.

Four great railway lines in operation and affording facilities for travel and transportation of products to all the great markets of the United States and Mexico. The Santa Fe system traverses the Territory from north to south. The Rock Island system, further west, also extends from the northern to the southern

limits of the Territory. The Frisco line from St. Louis is completed to Sapulpa. The Choctaw road connects with both the Atchison, Topeka & Santa Fe and the Rock Island; also with the system of roads at Fort Smith, Arkansas, for the Mississippi Valley, and crossing the Missouri, Kansas & Texas system.

THE CHEROKEE STRIP.

This part of the Territory embraces all the land lying north of Oklahoma and south of Kansas, bounded on the east by the Arkansas river, and west by Texas and No Man's Land, now known as Beaver county, Oklahoma.

It is $5\frac{1}{2}$, miles wide from north to south, and a little over 175 miles long from east to west, and contains about 8,000,000 acres, about one-third of which is fine agricultural land, one-third indifferent, and the remaining third fit for nothing but grazing. The principal streams of water in the strip are the North Canadian river, Cimarron river, Salt Fork of the Arkansas river Shakaskia, Red Rock, Deep Creek, Bear Creek, Pond Creek and many lessers streams flowing into these. The strip is fairly well watered.

OREGON.

Oregon resembles Washington in its chief peculiarities of surface, soil, and climate. Like Washington it is divided into two distinct climatic belts by the Cascade Mountains. Western Oregon contains the extensive and beautiful Willamette Valley, one of the most productive valleys on the globe. It is well settled with farmers, stock-raisers, and fruit-growers, and supports a number of towns and cities, the most important of which is Portland, with 90,000 inhabitants. The area of land in the State is 94,560 square miles, or 60-518,400 acres. Its present population is about 375,000. The Cascade Mountains, and also the Coast Range, which separate the Willamette Valley from the Pacific seabord, are heavily timbered. In Southern Oregon are the valleys of the Umpqua and the Rogue rivers, which are excellent for fruit culture, Eastern Oregon is mostly too arid for farming and is chiefly valuable for sheep and cattle, but this section contains a portion of the same rich wheat belt which extends through Eastern Washington from Spokane to Walla Walla. In Oregon this wheat belt lies between the Blue Mountains and the Columbia River, and embraces most of the county of Umatilla. There are also two large valleys in Eastern Oregon, known as the Grande Ronde and the Wallowa, where farming is successfully carried on without irrigation. The chief export products of the State are wheat, wool, lumber, and salmon.

Oregon is a word derived from the Spanish and means "wild thyme,"

the early explorers finding that herb growing there in great profusion. So far as we have any record Oregon seems to have been first visited by white men in 1775; Captain Cook coasted down its shores in 1778. Captain Gray, commanding the ship "Columbia", of Boston Mass., discovered the noble river in 1791, which he named after his ship. Astoria was founded in 1811; immigration was in full tide in 1839; Territorial organization was effected in 1848, and Oregon became a State on February 14, 1859.

AIRLIE, Ore.

So. Pac. Co. Oregonian Div. Is the southern terminus of the West Side.

ALBANY, Ore.

Oregon & California R. R. On the Willamette River, has 6,000 inhabitants, and is the county seat of Linn county. Has excellent water power by means of the "Albany & Santiam Canal," fifteen miles long, brought from the Santiam River, a pure mountain stream, which also furnishes supply for the water-works; six hotels, two private banks, one national bank, two daily and two weekly newspapers, four school buildings, eight churches, and Albany College (Presbyterian). Of manufacturers there are: one agricultural implement factory, two foundries and machine shops, one saw mill, two planing mills, one wire-cloth factory, one chair factory, two furniture factories, three wagon factories,

three large flouring mills, capacity from 150 to 400 barrels each per day, besides a number of smaller factories of various kinds, all run by water-power. Products: wheat, oats, barley, rye, all kinds of fruit (except peaches) in abundance and of fine quality. Shipment: flour, grain, fruit, etc.

ASHLAND, Ore.

Oregon & California R. R. Population 3,000, between San Francisco and Portland on Southern Pacific R. R. Noted for the excellence of its public schools. Has new State Normal School, 150 pupils from all parts of Oregon. Daily stage and mail line to Klamath Falls. Is the starting point for tourists to Crater Lake, Pelican Bay, Lake of the Woods, Klamath Lakes, Pilot Rock, and other points, embracing a wonderful variety of Alpine attractions. Its magnificent sulphur baths, vapor baths, soda springs, and other mineral waters, constitute a wonder and a joy to visitors. It is also noted for the excellence and variety of its fruit and flowers. It has a water system supplying the purest of water directly from perennial snow to every house, and supplying power to its foundry and machine shop, electric-light plant, flouring mills, planing mills, woolen factory, quartz mill, newspaper offices and stores, and that irrigation which makes the little city so attractive. It is the headquarters of the S. O. Chautauqua Association. It has one of the finest hotels between Portland and Sacramento, and an opera house, to seat 800 people.

ASTORIA, Ore.

County seat of Clatsop county situated where the Youngs River joins the Columbia, including Upper and Lower Astoria and the Chinese, has a population of 7,400. A system of water works brings water from Bear River, eleven miles distant, at an elevation of 430 feet. Over \$ 200,000, was recently expended in perfecting the water supply. Also has gas works, three large and several small hotels, three saw mills, electric-light system, three banks, two public

halls, 100 stores, two daily and three weekly newspapers, four school buildings and six churches. Salmon fishing and canning is the principal business enterprise, represented by twenty-four canneries, with a total capacity of 400,000 cases for the season from April 1st to August 1st. There are also one brewery, one tannery, three saw mills, two planing mills, two box factories, two foundries and one ship building plant. The surrounding country is densely covered with hemlock, fir, Oregon pine, and spruce. The soil cleared of the timber is good. Logging is also carried on extensively on all sides within twenty miles, about 400,000 feet per day being driven in the vicinity. Shipments: salmon, 500,000 cases to Liverpool, San Francisco, and points east. Game: in the hills, elks, bear, deer. Trout in the small streams; and in the Columbia River are salmon, tomcod, and large salmon trout. Fort Stevens is located at the south side of entrance to the Columbia, six miles below Astoria, and Fort Canby, similarly situated on the north side of the Columbia, twelve miles below Astoria, both reached by daily steamer.

ATHENA, Ore.

N. P. R. Washington & Columbia River Ry. Population 1,000, is situated on the edge of the Umatilla Reservation and in the center of a fine wheat growing belt. It has twenty stores, two hotels, a flouring mill, two newspapers, two public halls, three churches, a school, one chop mill, one planing mill, etc. Products: wheat, oats, barley, etc. Fine stock range in the Blue Mountains near by.

AURORA, Ore.

Oregon & California R. R. Population 250, is on Pudding River, and has one hotel one flouring mill, one saw mill, livery stable, three stores, small shops, one school and one church.

BAKER CITY, Ore.

O. R. & N. System. Is the county seat of Baker county, and has a

population of 3,500, five hotels, three banks, one public hall, twenty-eight stores four newspapers, four schools, and five churches. Products: wheat, oats, barley, etc. Wool and hides the principal shipments. Game: deer, elk, sheep, and fowl. The Powder River Valley contains rich ores of gold, silver, and copper, besides extensive placers. It is one of the greatest grazing regions of the Pacific Northwest.

BENVERTON, Ore.

Oregon & California Railroad. Population 400, has four stores, a graded school, flouring mill, carriage shop, and three churches. The hundreds of acres of the celebrated Beaver Dam lands at this point are devoted exclusively to the cultivation of vegetables for the Portland market.

BROWNSVILLE, Ore.

So. Pac. Co. Oregonian Div. Population 750, is situated on both sides of the Calapooia River, having excellent water power. It has a woolen mill, manufacturing \$300,000 worth of goods per year, one flouring mill, one planing mill, one tannery, a saw mill, sash and door factory, two hotels, a city hall, thirteen stores, two schools and seven churches. Products: grain, hops, stock and wool. Shipments: grain, hops, woolen goods. Large and small game and fish.

CANBY, Ore.

Oregon & California R. R. With a population of 100, is surrounded by a thickly settled timbered country. It has one hotel, three stores, three saw mills, one school house, and is the location of the Methodist Episcopal Camp Grounds, with forty acres and large buildings, where meetings are held annually.

CENTRAL POINT, Ore.

Oregon & California R. R. In the Rogue Valley, population 950, has twelve stores, two hotels, a sash and door factory, public school, church, opera house, etc. The Southern Oregon District Fair Grounds are located one-half mile west of town. Shipments: grains, fruit, and cattle,

Game: quail, grouse, pheasants, etc. Fish: salmon and trout.

COBURG, Ore.

So. Pac. Co. Oregonian Div. Is the southern terminus of the East Side.

CORVALLIS, Ore.

Oregon & California Railroad. On the Willamette River, has 2,500 inhabitants, five hotels, two banks, one hall, twenty-five stores, three newspapers, seven churches, three school buildings and the State Agricultural College, carriage and wagon factory, two flouring mills, two sash and door factories, and electric lights. The surrounding country is rolling prairie, well watered, producing wheat, oats, barley, rye, hops, flax, corn and vegetables, fruit, apples, grapes, etc. Shipments: wheat, oats, butter, green hides. Deer, bear, and elk are found in the Coast Range mountains, thirty miles west; grouse, pleasants, ducks, geese, quail, in the valleys; trout in the streams. The Oregon Pacific R. R. between Corvallis and Albany connects the east and west side lines of the Southern Pacific Co.

COTTAGE GROVE, Ore.

Oregon & California R. R. Population 750, has two flouring mills, two saw mills, two planing mills, shingle and sash and door factory, a graded school, thirteen stores, churches, newspaper etc. Surrounded by agricultural and stock raising country and rich mining. The coast fork of the Willamette river furnishes good water power.

CRESWELL, Ore.

Oregon & California R. R. Population 500, has three stores, school, hotel, church a public hall, and one flouring mill. Surrounded by a good farming country. Products: all kinds of grain, fruits and vegetables. Shipments: wheat, oats, hops, wool and live-stock. Game: deer, geese, ducks, quail, etc.

DALLAS, Ore.

So. Pac. Co. Oregonian Div. The county seat of Polk county, is

situated on a level plain on the banks of the La Creole River, with good water power, and is in the center of a fine agricultural district. The town has 1,000 inhabitants, thirteen stores, one bank, three halls, two newspapers, two school buildings, the La Creole Academy, one foundry, machine shop, three hotels, one planing mill, one grist mill, sash and door factory and three churches. Products are wheat, oats, etc. Large and small game and fish.

DILLEY, Ore.

Oregon & California Railroad. Population 500, within a radius of two miles, is located near the Tualatin River, at its junction with Gale's Creek, and near the outlet of Wapato Lake, with good water power running two flouring mills and one saw mill. Has two general stores and one school.

DRAIN, Ore.

Oregon & California R. R. Population 400, is located at the junction of Pass and Elk Creeks, both furnishing water power. Has two steam saw mills, one flouring mill, two hotels, one public hall and one masonic hall, two stores, an academy of the Methodist Episcopal Church, and one church. Surrounding country mountainous, covered with forests of fir, cedar, oak, etc., and fertile valleys producing wheat, oats, rye and corn. Fruit: apples, pears,

ECHO, Ore.

O. R. & N. System. Population 150, on the Umatilla River, has two hotels, one church, two halls, eight stores and one school. Surrounded by a rolling farming land, producing wheat, barley, etc.

ELLENSBURG, Ore.

Oregon & California R. R. 50 miles west of Grant's Pass, on Rogue River near its mouth at the Pacific Ocean, population 200, has two hotels, one salmon cannery, two saw mills. Products: wool and fish. Shipments: principally salmon in cases.

EUGENE, Ore.

Oregon & California R. R. The

county seat of Lane County, is on the Willamette River, 123 miles south of Portland, and has 5,000 inhabitants, good water power, fire protection, first-class volunteer fire department, good electric system, one furniture factory, one foundry and machine shop, one saw mill, three lumber yards, two planing mills, one sash and door factory, four wagon shops, one large flouring mill and grain elevator, one hammerless gun factory, one knife and cutlery factory, one cannery, one tannery, one soap factory, one ice factory, one creamery, one axe handle factory, three hotels, three banks, three halls, one opera house, seventy-five stores, three newspapers (one daily), two public school buildings, and nine churches. The State University, the leading educational institution of the State, is located here. The lands surrounding are fertile in the valley, which is fifteen miles wide at Eugene and widens to the north. Products: all kinds of cereals, vegetables, fruit, and stock. Shipments: wheat, wool, hops, fruit, cattle, and hogs. Game: deer, bear, grouse, china pheasants, geese, and ducks. Fish: trout.

FOREST GROVE, Ore.

Oregon & California Railroad. Population 1,000, is surrounded by a fine agricultural country. This is the site of the Tualatin Academy and Pacific University; also has one public school, two hotels, eight stores, one public hall, one newspaper, three churches, one sash and door factory, one flour mill, etc. Products: grain, hay, live stock, fruit, etc.

GERVAIS, Ore.

Oregon & California R. R. Population 600, has three hotels, six stores, three churches, one Catholic convent, two saw mills and two flour mills. Prairie country. Shipments: fruit, butter, small vegetables, etc.

GLENDALE, Ore.

Oregon & California R. R. Population 200, has two hotels, one saw mill, and five stores. Surrounded by mountainous and heavily timbered country; lumber constituting principal

shipment. Fort Klamath, 150 miles east, is reached by stage.

GRANT'S PASS, Ore.

Oregon & California R. R. Has 3,500 inhabitants, and is county seat of Josephine county. One of the oldest mining regions in the State. Has thirty-five stores, one bank, shingle factory, two sugar-pine door and lumber factories, packing house, good opera house, fine brick school house, water works, electric lights, five thousand-dollar city hall, two newspapers, six churches. Situated in midst of fine fruit district, and is the largest shipping-point in the State for melons of all kinds. Every kind of game: mountain and salmon trout abundant.

HALSEY, Ore.

Oregon & California R. R. Population 500, has one planing mill, one hotel, nine stores, one school building, three churches. Wheat, oats and fruits are the principal products and shipments, and small yield of barley, flaxseed and hops.

HARRISBURG, Ore.

Oregon & California R. R. On the Willamette River, population 1,000, has good water power from the Willamette River, one flouring mill, one saw mill, one hotel, fourteen stores, six grain warehouses, one newspaper, one school, opera house, two churches. Prairie land. Products: all kinds of grain and fruits, apples, pears, etc. Shipments: grain and general farm produce.

HEPPNER, Ore.

N. P. R. L. S. D., Population 800, county seat of Morrow county, is the terminus of the branch line from Arlington. The town is well supplied with various stores, schools, churches, banks, hotels, etc. This is the freight station for the towns of Hardman, Hamilton, Long Creek, and Canon City. Shipments: hides, wool and stock.

HILLSBORO, Ore.

Oregon & California Railroad. Near the Tualatin River, county seat of Washington county, has 1,500

inhabitants, two hotels, one hall, number of stores, two grist mills, one oatmeal mill, sash and door factory one creamery, one school and four churches. Products: wheat, oats, etc.

HOOD RIVER, Ore.

N. P. R. L. S. D. Population 300, is situated at the junction of the Columbia and Hood rivers, and has two hotels, three stores, one hall, one school building, one shingle mill, five saw mills, etc. A wagon road runs to Mt. Hood, distant 25 miles. Stages leave Hood River daily from April 15th to October 1st.

INDEPENDENCE, Ore.

Oregon & California Railroad. On the Willamette River, has 900 inhabitants, two flouring mills, two saw and planing mills, two sash and door factories, one carriage factory, two hotels, one public hall, fourteen stores, one newspaper, two school buildings and two churches. Surrounding country is level prairie, with occasional groves of fir, oak, and maple; the soil rich and producing wheat, oats, barley, hops, corn, vegetables, fruit, apples, pears, plums. Shipments: grain, lumber, hops and wool. Small game is plentiful, and large game is found in the mountains. Fish: salmon, trout, etc.

JEFFERSON, Ore.

Oregon & California R. R. On the Santiam River, population 550, has good water power, running one hall mill and one flouring mill; two grain elevators, one hotel, four stores, one school building and two churches. Wheat and oats the principal shipments.

JUNCTION CITY, Ore.

Oregon & California R. R. Population 1,000, located in a rich and beautiful valley about 20 miles wide, has two hotels, eight stores, two schools, fine opera house, three churches and two large grain warehouses. This is the junction point with the Oregon & Pacific R. R. from Corvallis which connects the east and west side lines of the Southern Pacific Co. Is supplied with fine water power.

LA GRANDE, Ore.

O. R. & N. System. Population 1,000, situated in Union county, near the southwest corner of the Grande Ronde Valley, has seven general stores, two drug stores, three hotels, three blacksmith shops, two stove and hardware stores, one brewery, one furniture store, one livery stable, etc. U. S. Land Office is located here. Products: grain and stock. Game and fish abundant.

LEBANON, Ore.

Oregon & California R. R. Population 600; on the Lebanon Branch, with an excellent water power, running one flouring mill, three saw mills and one planing mill, has two hotels, one bank, one hall, twelve stores, two schools, the Santiam Academy being located here; two harness shops and three churches. Surrounded by fine farming lands, producing wheat, oats, hops, flaxseed, potatoes, etc. Game of all kinds.

LINNTON, Ore.

Population 1,000, situated on the bank of the Willamette River, near the mouth of the Columbia River. Has three stores, one hall, saw mill, and school. Gold and silver smelter, employs 150 people. Saw mill, box factory. River steamers touch at this place daily.

MC MINNVILLE, Ore.

Oregon & California Railroad. Population 2,500, county seat of Yamhill County, is located on the left bank of the south fork of the Yamhill River. It has a sash and door factory, cigar factory, four hotels, two banks, twenty stores, two flour mills, two livery stables, a public school, an opera house, six churches, two newspapers, a college, electric light and water works. Products and shipments: grain, fruit, vegetables. Game: deer, elk, wild fowl.

MEDFORD, Ore.

Oregon & California R. R. Population 2,500, situated in the center of Rogue River Valley, has twelve stores, one quartz mill, two hotels,

six churches, water works, electric light plant, flouring mill, saw mills, large public school, brewery, packing house, and two large livery stables where tourists can procure either saddle horses or hacks to visit Crater Lake and Table Mountains. Surrounding Medford are large vineyards and peach orchards, from the products of which are manufactured a very superior article of wines and brandies. Over 150 car loads of fruit shipped during past season. Neighboring coal and gold mines are being developed. A line of railroad runs to Jacksonville, a town of 1,000 inhabitants.

MILTON, Ore.

O. R. & N. System. Population 900, on the Walla Walla River, has two flouring mills, two planing and one chop and box mill, fourteen stores, two hotels, three churches, a public school, the Milton Academy, etc. Surrounded by a rich agricultural country,

MILWAUKIE, Ore.

Oregon & California R. R. On the Willamette River, population 300, has a good water power, one flouring mill, one hotel one hall, three stores, one school house, three churches, etc. Products: grain, fruit, vegetables, etc. Small game: salmon and trout.

OAKLAND, Ore.

Oregon & California R. R. Has 350 inhabitants, one flouring mill, two hotels, three halls, eight stores, one school, three churches, five grain warehouses, a foundry, etc. Products: wheat, oats, barley, vegetables, blackberries. One undeveloped cement mine, five miles north. Shipments: quicksilver, grain.

OREGON CITY, Ore.

Oregon & California R. R. On the Willamette River, population 5,000, county seat of Clackamas county, has electric lights, a good water power, five hotels, two banks, three public halls, forty-five stores, two newspapers, a U. S. Land Office, one school building, five churches, three flouring mills, two paper

mills, one woolen mill, one saw mill, sash and door factory, one soap factory, one box factory, and one cigar factory. Products: wheat, oats, barley, hay, hops, vegetables and fruit.

PENDLETON, Ore. On the Umatilla River, county seat of Umatilla county, is a growing town with a present population of 4,000. The town has three hotels, three banks, seventy-five mercantile houses, two newspapers, two opera houses, school buildings, six churches, and a fine water-works and electric light company. Products: wheat, stock, wool, barley, rye, oats, vegetables, fruit, etc. Game: elk, deer, prairie chickens, ducks, pheasants. Fish: salmon and mountain trout.

PORTLAND, Ore.

Portland N. P. R. L. S. D. is the metropolis of the Pacific Northwest. It is situated on the Willamette River, twelve miles from its confluence with the Columbia, and one hundred and ten miles from the Pacific Ocean. Latitude forty-five degrees, thirty minutes north; longitude one hundred and twenty-two degrees, twenty-seven minutes, thirty seconds west. It has natural advantages as to locality and climate, which, combined with the enterprise of its citizens, has effected an enormous growth. It has a population of 90,785, showing a very rapid increase in the last five years, during which time capital has been invested and encouraged, and its manufacturing products have constantly increased.

There has recently been constructed from Portland to the sea a deep channel, a distance of one hundred and twelve miles. This channel is twenty-five feet deep, and was constructed at the expense of the citizens of Portland.

The deep sea commerce of this port for 1895 was, foreign and coast-wise, \$ 7,362,966, which, of course, is exclusive of merchandise and produce shipped from the city eastward during the year, which amounted to a little over \$ 3,000,000. The registered tonnage in and out of the Columbia River about 750 vessels, 725,000 tonnage.

A contract has recently been signed, making the Oriental Steamship line between Portland and China and Japan permanent, so there are now five steamship lines, thus opening up a medium by which Portland can export to the Oriental countries flour and mill products, lumber, fruits, vegetables meat and horses; and import teas, curios, matting, silks, matchwood, rice, wall paper, etc

To give details of Portland's trade is impracticable. In the wholesale and jobbing trade almost all branches are represented. There are twenty-eight mercantile houses. Her clearings are about \$ 60,000,000 p. a.

Portland has been supplied by nature with advantages that will make her a great manufacturing city.

She has cheap fuel and abundance of raw material, such as iron, wood, lime, cement, and many others, in addition to the advantages offered to the manufacturer in the facilities which the complete system of transportation affords for collecting the raw material and distributing the manufactured product, not alone in all parts of the United States, but the world, and she is the center of the wool trade of the Pacific Northwest; but one of her greatest advantages is the abundance and cheapness of the water power afforded by the falls of the Willamette River. This power, 150,000 horse, never freezes, is ready for use day and night, winter and summer; is easily used and surrounded by solid rock, offering the most permanent foundation possible for the many mills. It is now becoming generally known that Portland has the greatest water power in the United States with the exception of Niagara Falls. The immense electrical plant recently constructed at the falls of the Willamette, by which an energy of 20,000 horsepower is transmitted by wire to Portland for the purpose of furnishing electrical power for manufacturing purposes, leaving about 125,000 yet to be utilized from the same source, and the Cascades of the Columbia, but thirty miles away, which can be made to furnish double the amount of that of the Willamette, give some conception of Portland's

possibilities in the line of manufacture.

As to internal improvements, Portland is making its streets first class. The city is well lighted, and the finest water in the world is conducted thirty miles to the city from a stream having its source among the eternal snows of Mount Hood. The beautiful Willamette River flows through the city, spanned by many bridges and bearing upon its bosom ships carrying flags of all nations. The city supports public schools and a fire department.

The city is well provided with street-car facilities, having 123 miles of lines.

The buildings of Portland would do credit to any city. The "Hotel Portland", covering an entire block, and the "Imperial", are well managed and first class in every particular. Some massive business houses have recently been built, and mention should be made of the Chamber of Commerce, City Hall, Union Depot, the churches, hotels, post-office building, and other public edifices, as well as private residences.

Lying in the heart of a great producing country, for which it must serve as a receiver and distributor; having such vast wealth at its command; possessing railroad and water-connections with all markets; an air of substantial prosperity pervading the place, the permanent advancement of Portland is guaranteed.

Agents of The North German Lloyd:

F. B. Kirkland, Agt. South Pac., Portland, Ore.

C. F. Pfleuger, Portland, Ore.

V. A. Schilling, Ticket Agt. O. R. & N. Co., Portland, Ore.

B. W. Greer, Agt. Can. Pac., Portland, Ore.

A. D. Charlton, Ass. Genl. Pass. Agt. N. Pac., Portland, Ore.

E. S. Van Kuran, Agt. Union Pac., 135 W. 3rd Street, Portland, Ore.

ROSEBURG, Ore.

Oregon & California R. R. County seat of Douglas county, population 3,000, is located on the South Umpqua River, which furnishes

excellent water power, running two large flouring mills, and one woolen mill. Has four hotels, two banks, one hall, eleven general and various smaller stores, three newspapers, a U. S. Land Office, one school, eight churches. The surrounding country is hilly, with fertile valleys. Products: principally wheat and fruit, with some corn and other grains. Stock-raising is an important item. A railroad is now under construction to Marshfield, an important point on Coos Bay. Wheat, fruit, stock, wool, and hides form the chief shipments, which are very large. Game: deer and elk. Fish: salmon and trout.

SALEM, Ore.

Oregon & California R. R. Population 13,000, the State capital and county seat of Marion county, is beautifully located on the Willamette River, with as fine a water power as there is in the State. The State prison, insane asylum, reform school, orphans' home, blind school and deaf mute institute are located here. Has two first-class hotels, one National and one private bank, Reed's Opera House, more than fifty mercantile establishments, three newspapers, six public school buildings, the Willamette University and Women's College, Sisters' school, Quaker Institute and Business College, fifteen to twenty churches, two flouring mills and one grist mill. Surrounded by fine agricultural country, producing wheat, oats, barley, hay, rye, corn, potatoes, and all kinds of vegetables and fruits. Flour is the principal shipment. Fish: salmon and trout. Game:

SHERIDAN, Ore.

So. Pac. Co. Oregonian Div. Population 800, has twelve stores, bank, three halls, newspaper, school, two hotels, three churches and flouring mill. Products: wheat, oats, barley, hops, etc.

SILVERTON, Ore.

So. Pac. Co. Oregonian Div. Population 400, is on Silver Creek, and has an excellent water power. It has one hotel, two halls, one bank, eight stores, one sash and door

factory, one newspaper, one graded school, one church, four saw mills and two flour mills. Products: cedar and fir lumber and small grains; large and small game and fish.

THE DALLES, Ore.

N. P. R. L. S. D. Population 5,000, county seat of Wasco County, is situated on the Columbia River, and has two wagon manufactories, one wire mattress factory, one foundry, brick yards, a fine system of water works and well-equipped fire department; eight hotels, three banks, four public halls, one opera house, sixty stores, three large forwarding and commission houses, one daily and two weekly newspapers, a U. S. Land Office, four school buildings and five churches. Products: grain, hops, stock, wool, etc. Shipments large, of wool, hops, sheep, and hogs.

TURNER, Ore.

Oregon & California R. R. On Mill Creek, is the western terminus, or starting point, of the Mt. Jefferson (or North Santiam) road, leading through, the Minto Pass to Eastern Oregon. Has 350 inhabitants, one hotel, five stores, one school, Masonic hall, one Baptist church, Christian Church Tabernacle, seating capacity, 2,500, camp-meeting grounds of the Christian denomination. two saw mills, two flouring mills with capacity of 250 barrels per day and a wheat-storing capacity of 100,000 bushels. Products: wheat, oats hay, hops.

UMATILLA JUNCTION, Ore.

N. P. R. L. S. D. Population 150, is on the Columbia and Umatilla river. It has three hotels, one store and one school building. Products:

wheat and vegetables. Game: ducks, grouse, etc. Fish: salmon.

UNION, Ore.

O. R. & N. System. Is located on a small stream called Catherine Creek. It is the county seat of Union county, and has 800 inhabitants, two hotels, one bank one hall, seven stores, one school building, and three churches. Products: grain and stock.

VANSYCLE, Ore.

N. P. R. Washington & Columbia River Ry. Is a shipping point of considerable note for wheat and live stock. Surrounded by fine wheat country. Good Government lands yet to be found within eight miles of station.

WESTON, Ore.

O. R. & N. System. On Pine Creek, five miles from Blue Mountain Station, has 800 inhabitants, one hotel, newspaper, stores, school, and two churches. Products: wheat, oats, barley.

WHITE'S, Ore.

Oregon & California Railroad. Is the junction of the S. P. Co., west side, with the O. R. Co. (Limited), narrow gauge, west side.

WOODBURN, Ore.

Oregon & California R. R. At the junction of the S. P. Co., east side, with the Oregonian R. R., east side, has a population of 500, one hotel, one fruit and vegetable cannery, two halls, five stores, a foundry, nursery, one bank, electric-light and water-works plants, a school, and two churches. Products and shipments: small grains, nursery products, etc.

PENNSYLVANIA.

The name, Pennsylvania, means the Sylvan places (or Woodlands) of Penn, and was given by King Charles II. of England. The Penn so commemorated was not the William Penn who founded the commonwealth, but his father, Admiral Penn, whom the King greatly esteemed. The name of "The Keystone State" arises from the fact that the final vote of her delegation secured the adoption of the Declaration of Independence in the Continental Congress, thus crowning Pennsylvania as the Keystone of the arch of Liberty.

ALLEGHENY, Pa.

North Side.

Essentially a residence district, furnishing homes for thousands of Pittsburg's toilers. The town of Allegheny was laid out by the state in 1788, in 1828 it was created a borough, and in 1840 was incorporated as a city.

East End.

Is also a residence district.

South Side.

Monongahela Valley, from Tenth Street up, is the Birmingham of America. Immense manufacturing establishments of all kinds, iron mills, rolling mills, nail mills, glass works, etc., occupying every available foot of ground for miles, representing millions of capital invested, and supporting the families of many thousands of workingmen.

Agent of the North German Lloyd:
Chas R. Weitershausen, 212 Ohio
St., Allegheny City Pa.

ALLENSTOWN, Pa.

A flourishing city of 25,000 inh., looking from its embowered plateau over the rich farming and mining lands of the Lehigh valley. 93 mls. from New York. One of the most enterprising cities in Pennsylvania, having within its boundaries extensive blast-works, furnaces, rolling-mills, silk-mills, furniture-factories and other industrial establishments.

Railroads: Central of New Jersey; Lehigh Valley; Philadelphia & Reading.

ALTOONA, Pa.

At the base of the Alleghenies, at the head of the Tuckahoe valley, 237 mls. from Philadelphia and 117 mls. from Pittsburg. The city was laid out in 1850, it had in 1880, 30,337 inhabitants. Just beyond Altoona the ascent of the Alleghenies begins, and in the course of the next 11 miles some of the finest scenery and the greatest feats of engineering of the entire line are to be seen. Within this distance the road mounts to the tunnel at the summit by so steep a grade that while in the ascent double power is required to move the train, the entire 11 miles of descent are run without steam, the speed of the train being regulated by the "brakes".

BEDFORD, PA.

A chief attraction at Bedford is the mineral spring. Enthusiasts declare, that no medicinal water in the world is its equal.

Bedford is easily and comfortably reached by the main line of the Pennsylvania Railroad to Huntingdon, thence by the Bedford Division, and is amply supplied with livery accommodations.

BETHLEHEM AND SOUTH BETHLEHEM, Pa.

With a combined population of 17,664 inh. the Lehigh River, 56 mls. from Philadelphia, is interesting as the chief seat of the Moravians, or United Brethren, who settled here under Count Zinzendorf, in 1741. The costly and handsome buildings of *Lehigh University* stand on a terrace of South Mountain, affording a view of 20 miles. The *Bethlehem Iron Company's Works*, founded in 1857, occupy a domain $1\frac{1}{4}$ mile long and $\frac{1}{4}$ mile wide, with 20 acres under cover and 3,500 operatives.

CARBONDALE, Pa.

A flourishing city of 10,833 inh., 179 mls. from Philadelphia, situated among the high ridges on the Lackawanna River and yielding enormous quantities of anthracite coal.

CHAMBERSBURG, Pa.

A lively city of 7,863 inh., pleasantly situated on Conestoga Creek, 52 mls. from Harrisburg.

The surrounding country, which forms part of the great limestone valley at the southeast base of the Blue Mountains, is populous and highly cultivated.

Railroad: Western Maryland.

CHESTER, Pa.

The famous *ship-building city* on the Delaware $13\frac{1}{2}$ mls. from Philadelphia, with 20,226 inh. The oldest settlement in Pennsylvania. It has 30 large cotton and woolen mills, besides steel-works and boiler and engine shops. Here also many steamships for the Ocean-lines and

powerful men-of-war have been built. A large plant of the *American Wheel Company* is operated at West Chester.

Railroad: Pennsylvania R. R.

CRESCO, Pa.

A station on the line of the Delaware, Lackawanna and Western Railroad among the Pocono Mountains, 17 miles above the Delaware Water Gap. Pleasant mountain drives lead to *Canandensis* and *Mountain Home Village*, quiet resorts two miles distant, made beautiful in season by profusion of rhododendrons. Buck Hill and Spruce Cabin Falls add to the beauty of the mountain stream which trails through the settlements of village, hotels and farmhouses. The bracing dryness of the atmosphere makes the locality desirable for those affected with respiratory diseases.

CRESSON, Pa.

The most conspicuous point in the mountains of Western Pennsylvania. It is located on the crest of the mountains, twenty-three hundred feet above tide level, in an environment which cannot be surpassed for natural beauty.

At the foot of the lawn, reached by a winding roadway, is the railroad station. Beyond lies a landscape of rare beauty.

EAGLES MERE, Pa.

Eagles Mere, the "Lake of the Eagles." This wonderful combination of Italy and Nevada, the beauties of Como with the atmosphere of Tahoe, is a beautiful sheet of purest water, crowning a summit of the Alleghenies two thousand two hundred feet above the sea.

EASTON, Pa.

A wealthy manufacturing city, nestling among the high hills, at the confluence of the Lehigh and Delaware rivers. It is a well built and lively town, with a population of 14,481 and extensive iron-works, mills, distilleries etc.

ERIE, Pa.

Its harbor is, indeed, one of the best on Lake Erie, formed by what was once a long, narrow peninsula, and is now an island. The bar at the mouth has been dredged away so as to afford a good channel; Erie is a United States naval station. Hither come vast fleets laden with Michigan iron and Canadian lumber, and carrying westward cargoes of coal, making the population, of now 40,634, very prosperous. The Soldier's and Sailor's Home, established in 1885, occupies the former Marine Hospital and several new buildings. Erie is the station and winter-quarters of the U. S. Steamer Michigan, one of the U. S. naval vessels on the chain of Great Lakes. Reached by the Pennsylvania R. R.

Agents of the North German Lloyd:

H. C. Allen, 920 State St., Erie Pa.

F. Schlaudecker, 1118 State St., Erie Pa.

FRIEDENSVILLE, Pa.

Near Allentown, noted for its immense Zinc Mines, having the largest stationary engine in the world, called "The President", and with its 16 boilers amounting to 5,000 horse-power. It has the largest nut in the world, weighing 1,600 tons, and taking 20 men to tighten it and a wrench 20 ft. long.

HARRISBURG, Pa.

The Capital of Pennsylvania, 105 mls. from Philadelphia pleasantly situated on the east bank of the Susquehanna, here 1 mile wide and spanned by 4 bridges. It is handsomely built, and surrounded by magnificent scenery. The State Capitol, a dignified, comfortable and rather quaint structure, dates from 1819-22.

Reached by the P. R. R.; Ph. & R.

Agents of the North German Lloyd:

J. D. Cameron, Ad. Ex. Co., 214 Briggs St., Harrisburg, Pa.

F. W. Liesmann, 534 Race St., Harrisburg Pa.

LANCASTER, Pa.

69 mls. from Philadelphia, in a remarkably rich farming country, called "the Garden of America", near Conestoga Creek. It is a quaint and compact city, built mainly of brick, and was for many years the largest inland town of the United States. The city has 32,011 inh. and contains many handsome buildings. Lancaster is the seat of several remarkable educational institutions.

Railroads: Pennsylvania R. R.; Philadelphia & Reading.

LAWRENCEVILLE.

Like the South Side, has a large number of mills and work shops, extending from Fourteenth street to the Sharpsburg bridge.

MANCH CHUNK, Pa.

90 mls. from Philadelphia, in the very heart of the Pennsylvania coal-region and in the midst of some of the wildest and most picturesque scenery in America, a lively village of 4,000 inh. on the Lehigh river, very much frequented by travelers.

Railroads: Central of New Jersey; Lehigh Valley.

MOUNT POCONO, Pa.

Mount Pocono is located on the summit of the range, and has become a popular summer resort.

The air is fresh and stimulating, as it sweeps over the pine-clad heights.

NORRISTOWN, Pa.

A pleasant educational and manufacturing county-town of 19,791 inh., on the Schuylkill river, 16 miles from Philadelphia. It is handsomely built, has a fine marble Court-House, several beautiful school-buildings and important manufactories.

Railroads: Pennsylvania R. R.; Philadelphia & Reading.

OIL CITY, Pa.

The center of the Oil Region of Pennsylvania, 132 mls. from Pittsburgh, on the Alleghany River, where the Oil Creek empties into it. It had a population of 10,932 in 1890.

PHILADELPHIA, Pa.

(see page 374).

PITTSBURG AND ALLEGHENY.

The second largest city of the State of Pennsylvania 444 miles from New York and 354 from Philadelphia, is situated where two rivers, the *Monongahela* and the *Allegheny* unite and form the *Ohio*. Pittsburgh is on the peninsula between the two rivers and south from the Monongahela; north of the Allegheny is the sister city, *Allegheny*. Both together have a population of about 350,000.

Railroad Depots. *Baltimore and Ohio* at Smithfield and Water Streets.

The Depot on Federal street in Allegheny is used by the *Pittsburg, Ft. Wayne & Chicago R. R.*, and the *West Penn*.

Corner Eleventh and Liberty Streets is the Union Station used by the *Pennsylvania R. R., Erie & Pittsburg, Cleveland & Pittsburg*.

Pittsburg & Lake Erie has its depots at Carson street and Smithfield Street bridge, south side.

In addition to electric and cable cars, which run through all the important streets, Pittsburg possesses a speciality: "the inclines", by means of which the top of the high hills, is reached, which surround the city, and whence picturesque views can be obtained. Fare 5 cents.

Carriages, four persons, first hour \$ 1.50; each additional hour \$ 1.00.

Coupés two persons, first hour \$ 1.00; each additional hour 50 cents.

PUBLIC INSTITUTIONS.

Post Office; Smithfield street, Third and Fourth avenue; contains also Custom House and Pension Office.

Court House and Jail Grant street, Fifth avenue.

Municipal Hall, Smithfield street and Virgin Alley.

Agents of the North German Lloyd:

J. F. Erny, Cashier Germ. Sav. & Dep. Bank, Pittsburg S. S. Pa.

Louis Moeser, 616 Smithfield St., Pittsburg Pa.

Max Schamberg & Co., 527 Smithfield St., Pittsburg Pa.

POTTSVILLE, Pa.

The great shipping-point of Schuylkill-coal on the Schuylkill river, situated upon the edge of the great Schuylkill coal basin, producing yearly about 9,000,000 tons. This enormous product is conveyed to market by the Reading R. R. and the Schuylkill Canal. The city was founded in 1825, but had in 1890 14,117 inh.

Railroads: Philadelphia & Reading; Pennsylvania R. R.

READING, Pa.

A compact city of over 60,000 inh. of German origin, 58 mls. from Philadelphia, in the narrow plain between the Schuylkill river and Penn's Mount. It is very flourishing in manufactures, especially immense repair-shops, furnaces, rolling mills, and brass and steel-works, and has a profitable trade with the rich farming lands of Berks County. The inhabitants are mostly "Pennsylvania Dutch", speaking a dialect forming a conglomeration of English, German and Dutch.

Railroads: Pennsylvania R. R.; Philadelphia & Reading.

Agents of the North German Lloyd:

Jos. A. Allgaier, 511 Penn St., Reading Pa.

Wm. Rosenthal, Reading Pa.

SCRANTON, Pa.

A sombre and prosperous manufacturing city, founded in 1840, on a plateau near the Lackawanna River, where Roaring Brook empties into it. It has a population of 75,215, being by this the fourth largest city in Pennsylvania. Its importance is due to its situation in the most northern of the large anthracite basins, to its immense iron works and manufactories of every kind, and to its railroad facilities. Scranton produces yearly 8,500,000 tons of coal.

Railroads: Central of New Jersey R. R.

Agent of the North German Lloyd:

W. F. Kiesel, 515 Lackawana Ave. Scranton Pa.

TITUSVILLE, Pa.

The largest place in the Oil Region, 149 mls. from Pittsburg, owing its rapid growth and prosperity mainly to the oil-wells in the vicinity. It has a population of about 10,000.

WILKESBARRE, Pa.

One of the largest and finest cities in Pennsylvania, 144 mls. from Philadelphia. It has 37,718 inh., wealthy by the immense coal-trade of this place. It produces 7,500,000 tons of coal a year. A small steamer runs on the Susquehanna to Nauticoke, affording fine views of the lower valley.

Railroads: Central of New Jersey; Lehigh Valley; Pennsylvania R. R.

Agents of the North German Lloyd.

J. C. Bell, Cashier Wilkesbarre Dep & Sav. Bk., Wilkesbarre Pa.

WILLIAMSPORT, Pa.

One of the largest cities in Pennsylvania, center here of the lumber trade. It has 30,000 inh. and is picturesquely situated on the west branch of the Susquehanna, 198 mls. from Philadelphia.

Railroads: Philadelphia & Reading; Pennsylvania R. R.

WISSAHICKON HEIGHTS, Pa.

11 mls. from Broad Street Station in Philadelphia, on the Germantown & Chestnut Hill Branch

of the Pennsylvania R. R., one of the pleasant inns which are becoming such a feature of Philadelphia suburban life, named "The Wissahickon."

It is in high favor with the best elements of Philadelphia society, and there is always a distinguished company assembled within its cheerful walls.

The Inn is open during the entire year.

WYOMING VALLEY, Pa.

One of the most picturesque and interesting regions of Eastern Pennsylvania, formed by 2 parallel ranges of mountains, averaging 900 feet in height, and traversed by the Susquehanna River, which enters its upper end through a bold mountain-pass known as the Lackawanna Gap, passing out of its lower end through another opening in the same mountain called Nauticoke Gap. *Wyoming Falls* is a rapid worth seeing near the center of the valley.

YORK, Pa.

18 mls. from Harrisburg, with its 7 bridges over the Codorus, 72 schools, 35 churches, and costly public buildings, is the manufacturing and commercial center of one of the richest agricultural regions in America. It has 20,793 inh.

Railroad: Pennsylvania R. R.

PHILADELPHIA.

RAILROAD DEPOTS:

Baltimore and Ohio Station corner of Chestnut and 24th Streets for Washington and the West.

Broad Street Station at Broad and Market Streets for the trains of the Pennsylvania R. R.

Philadelphia and Reading Terminal at 12th. and Market Streets, is used also by the Lehigh Valley.

Other Depot Entrances. Besides the three magnificent edifices noted, there are other depots for railroad entrance. Among them are those of the North Pennsylvania Railroad (Philadelphia and Reading System) at Third and Berks Streets; Kensington; Market Street ferry for the

many New Jersey branches of the Pennsylvania Railroad System, and Chestnut and South Street ferries for the Atlantic City Railroad (Philadelphia and Reading System). Third and Berks and Kensington depots, however, are but little used, because the major part of the business has been transferred to 12th. and Market and Broad and Market depots respectively. They are, moreover, remote from the center of the city, and offer few conveniences for travelers.

Ferries. Opposite Philadelphia on the Delaware River, is Camden City. Ferry boats ply constantly between the two places. Their points of departure are the following:

Cramer's Hill	Otis Street wharf
Gloucester	South Street
Kaignh's Point	South Street
West Jersey	Pier 7, South wharves
Camden and Philadelphia	Market Street
Camden and Atlantic	Market Street
Shackamaxon Street	Vine Street
Bristol	Shackamaxon Street

HANSOMS & CABS:

Two wheeled vehicles by the trip, one or two persons, 25 cents for one mile and one-half or less. One mile and one-half are fifteen squares. By the hour 65 cents. Four wheeled vehicles 40 cents for one mile and one-half and 75 cents by the hour. Each trunk pays 25 cents.

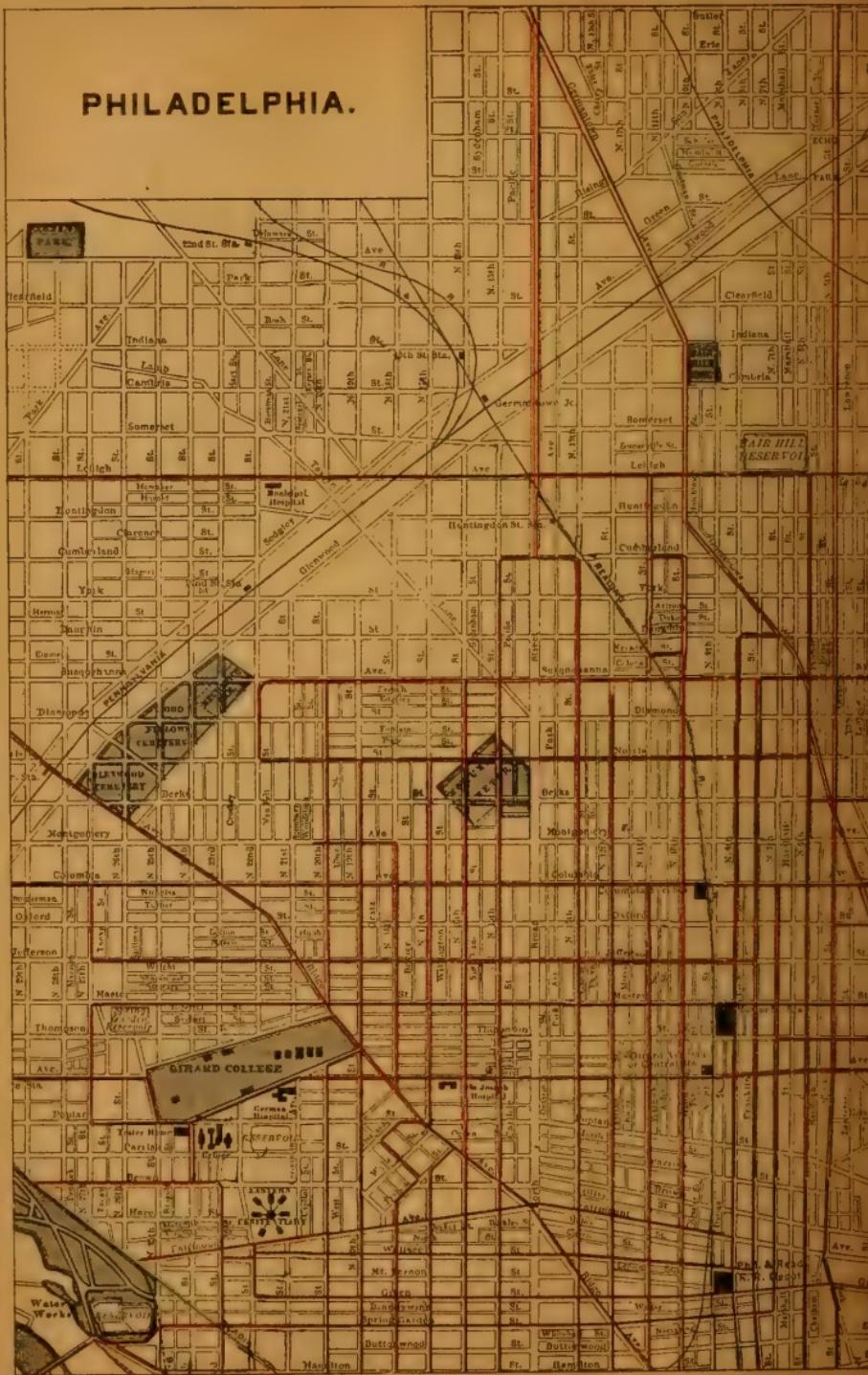
Philadelphia:	Camden:
Otis Street wharf	Cramer's Hill
South Street	Gloucester City
South Street	Kaignh's Point
Pier 7, South wharves	Kaignh's Point
Market Street	Market Street
Market Street	Federal Street
Vine Street	Wood Street
Shackamaxon Street	Wood Street
Bristol	Burlington

HOTELS:

There are many hotels in the city worth its largeness and general refined appearance.

The Lafayette Hotel is one of the largest and best Hotels in the city, it fronts on Broad Street and extends from Chestnut to Sansome St. Its situation

PHILADELPHIA.





..... Hotel

LOUIS H. SMITH,
Proprietor.

Lafayette

BROAD AND CHESTNUT STREETS,

121

PHILADELPHIA.

Three minutes' walk from
the railway stations

EUROPEAN

PLAN ONLY

350 Rooms; \$1.00 a day
and upwards.

FAMOUS CUISINE
PERFECT SERVICE.



CABLE ADDRESS

"LAFAYETTE, PHILADELPHIA."

LONG-DISTANCE
TELEPHONE NO. 6317

IT IS BEYOND DISPUTE that the location of HOTEL LAFAYETTE is not merely unsurpassed, but is unequalled, in Philadelphia. It is nearer the great railroad stations than any hotel in the city; it is upon the promenade side of Broad Street, one of the world's finest boulevards; and it is absolutely central for all purposes, whether of business or amusement.

THE LAFAYETTE is nearer more theaters; is nearer the great business houses and retail shops, is nearer more offices and professional men; is nearer the courts and schools and colleges of Philadelphia, and is more largely patronized by lawyers, politicians, business men, and the traveling public than is any hotel south of New York City.



THE NEIGHBORHOOD

CHAS. W. SOULAS'

FAMOUS RESTAURANT
AND RATHS-KELLER . .

BETZ
BUILDING

BROAD
ABOVE
CHESTNUT
STREETS



ALL PERSONS VISITING PHILADELPHIA SHOULD VISIT THIS
FAMOUS PLACE AND VIEW ITS WORKS OF ART

117

All the Leading American and European Newspapers on File

The City Directory of London, Paris, Berlin, Vienna, Stuttgart, and
all the principal cities of United States, kept here for public use.

The following Imported Beer on Draught:

WÜRBURGER, PILSNER, COBURGER, MUNCHENER,
ERLANGER, and PSCHORR BRÄU.

Cuisine Unexcelled.

is an excellent one. The Hotel is highly recommendable for its good service and fine cuisine and artistic outfit.

"The Lorraine" is situated on a one-hundred and fifty feet wide Plaza, formed by the junction of Broad Street, Ridge and Fairmount Avenues, and at the southern terminus of the beautiful residence portion of North Broad Street; convenient to all points of interest, within a short distance of City Hall, and both Pennsylvania and Reading Railroad Stations. For the convenience of guests a special storeroom for bicycles is provided. Five churches of different denominations are within five minutes walk. The Hotel has a frontage of one-hundred and some feet on Broad St., and one-hundred and some feet on Fairmount Ave. It is eleven stories high of a brilliant architecture. The greatest precaution has been taken to make it thoroughly fire-proof.

The interior is splendidly appointed and offers every comfort imaginable. One of the main features of the interior of the house is the location of the Dining Rooms on the tenth floor, from which can be seen a grand panorama of the surrounding city. The Café, auditorium and dining room for private parties are on the same floor, and are fitted up in an elaborate manner, being cheery, light and airy. "The Lorraine" is conducted on the American plan; transient rates three Dollars per day and upwards. Apartments furnished or unfurnished by year or month.

"Green's Hotel", Chestnut and Eighth Streets, is situated in the heart of the chief business and other interests of Philadelphia, one square from the post office. It is a substantial brick edifice occupying about one-hundred and twenty feet on Chestnut Street and one-hundred and seventy-five feet on Eighth Street. The office, café and restaurant are on the ground floor. Artistic frescoing and flowers adorn all these apartments and the guest chambers, of which there are 250 at \$ 1.00 and \$ 1.50 per day. The restaurant is liberally conducted on the European

plan with efficient service and popular prices. Both transient and permanent guests are assured of a cordial welcome and hospitable entertainment.

RESTAURANTS.

The city is well supplied with restaurants of all sorts and for all purposes. The most prominent ones are the following:

Charles W. Soulard's Rathskeller and Restaurant. — This famous place is on the ground floor of the Betz Building, on the east side of Broad Street above Chestnut, and opposite City Hall. In many respects this establishment has no equal in the country; there are three separate styles of apartments exclusive of the Rathskeller: One, magnificently decorated and furnished, is exclusively for the use of ladies, or ladies with gentlemen escorts; gentlemen alone are excluded from this apartment. Attached is a sumptuously fitted toilet room with a lady's maid in attendance, to mend rents in dresses or other apparel and to attend to other wants of the lady patrons. A second restaurant is for gentlemen where no smoking is allowed, and a third where lovers of the weed may enjoy themselves. Here is also a reading room where files of all the principal newspapers of this country and Europe are kept. The Rathskeller is patterned after similar concerns in Germany. Table d'hôte is served from 12 to 3 o'clock for 50 cents.

Boarding and furnished rooms are similar to those in New York as described.

Theatres and places of amusement. Philadelphia possesses over twenty theatres besides numerous halls for concerts and lectures. The rates charged are usually \$1.50 for a seat in the orchestra. As the greatest part of the floating population resides between Broad and 7th and Arch and Spruce streets the greater number of the better theatres are within this area. The most notable are the *Academy of Music*, *Broad Street Theatre*, *Chestnut St. Opera House*, *Chestnut Street Theatre*, and the *Walnut Street Theatre*.

In the northern part of the city the best are the *Grand Opera House*, the *Park*, the *Gerard Avenue Theatre*.

Among the attractions of the city are the *Zoological Garden*, situated in Fairmount Park. It is reached by the Pennsylvania Railroad from Broad Street station or by street cars. It is the largest collection of animals in America. The Garden is open every day and well worth a visit.

HOW TO SEE THE CITY:

Starting at Chestnut Street up Broad street the visitor should pass around *City Hall* and enter again Broad Street on the North side of City Hall. Corner Broad and Filbert Streets is the Masonic Temple. Next to it, the *Arch Street Methodist Episcopal Church*, on the west side, the *Evangelical, Lutheran and Baptist and the Academy of Fine Arts*. Opposite the Fine Arts building is a magnificent *Odd Fellows Temple*. Passing Race Street, we come to the *Hahnemann Medical College*; corner Broad & Vine Streets is the *Catholic High School*, corner Callowhill street is the *First Regiments Armory*; on the west side through Springgarden street are the well known *Baldwin Locomotive Works*; at the northeast corner, the *Spring Garden Institute*, on the west side, the *Public High School* is situated. Above the Spring Garden Institute is the boys *Central High School and School of Pedagogy*. Then follows another block of church

edifices of which, the *Jewish Tabernacle* is architecturally the finest. At the corner of Fairmount Avenue is the *Park Theatre*. From Gerard Avenue to Berks Street are many magnificent private residences. Above Jefferson Street is the new *Mercantile Club*. This is one of the most striking buildings on Noth Broad Street. At the northwest corner of Broad and Oxford Streets is the *Columbia Club*, between Columbia Avenue and Berks Street on the west side, the *Grand Opera House* and a number of churches. Opposite is *Monument Cemetery*. North, on Broad Street beyond Berks there is nothing of particular interest. We retrace our steps to Columbia Avenue and take a car westward to East Fairmount Park.

Fairmount Park covers 2,800 acres. It is the largest pleasure ground of Philadelphia.

Returning to Broad street we go South. Between Chestnut and Pine are some of the finest hotels. Corner of Samson Street is the *Union League Club*, the *Art Club* is 220 So. Broad Street, the *Academy of Music* is at the corner of Locust Street. The *Broad Street Theatre* opposite.

West Walnut Street and vicinity is a very aristocratic quarter with many fine residences well worth seeing. Corner of Chestnut Street and Aspin the beautiful *First Unitarian Church*, on the other corner, the *Second Reformed church*. Close by is one of the finest church edifices in the city, the *Church of New Jerusalem*. Passing down 22nd

Hotel Lorraine North Broad St. and Fairmont Ave. Philadelphia.

American Plan. * Rates Doll. 3,50 and upwards.

ALL MODERN IMPROVEMENTS.

SEVEN MINUTES FROM RAILROAD STATIONS

Absolutly Fire Proof.

John J. Shanfelter, Manager.

Street to Walnut Street the northwest corner is occupied by the *Church of St. James*. At 19th Street and Walnut is the famous *Wilstach House*. Opposite this house is the *Church of the Holy Trinity*. We have now reached Rittenhouse Square with the *Bronze group of the Lion and the Serpent*; on the north side of the *Rittenhouse Club*.

West Spruce Street is inhabited by some of the wealthiest families of the city.

The most notable part of Locust Street is known as the Harrison Block, between 17th and 18th streets. A striking feature is the gardens in the rear of the block.

East Chestnut Street is the shopping district of the city but many public buildings are also situated here. On Chestnut below Broad is the *Mint*; at 9th and Chestnut the *Post Office*; at 6th street *Congress Hall*; between 6th and 5th streets *Independence Hall*; 5th and Chestnut *Sinnot Hall*; 5th below Chestnut the *American Philosophical Society*; Chestnut, between 4th and 5th Streets, the *Custom House*; between 4th and South Streets, *Carpenter's Hall*.

There are some of the sky scrapping type of buildings to be found. One of the most conspicuous is the

Betz Building on Broad Street near Chestnut; adjoining the same is the *Gerard Building*. The finest group of buildings is on the north side of Chestnut Street from 9th to 10th Street. Here are the Post Office, the Record, the Mutual Life, the Penn Mutual, the City Trust Company. Between 3rd and 10th streets are most of the bank, insurance and trust institutions and associations. The most widely known is the *Drexel Building*, corner 5th and Chestnut Streets. Visitors are admitted to the roof of the Drexel Building every week-day between nine and four o'clock.

GOVERNMENT BUILDINGS:

East, on Chestnut Street near Broad Street is the *Mint*. This is one of the city's great attractions. Visitors are admitted daily, except Sundays, from 9 to 12, and are escorted through the building free of charge by attendants.

The *Post Office* stands at the northwest corner of 9th and Chestnut Street. The building is surmounted by a dome 170 feet high. The edifice cost \$8,000,000. It contains the United States Courts, the Coast and geological survey and at the top, occupying the dome and part

GREEN'S HOTEL,

8th and Chestnut Streets,
Philadelphia, Pa.



Most centrally located; in the very heart of the shopping district of the city; one square from Post Office, near all the principal Theatres and main Railway Stations Public Buildings and all places of interest.

* * *

For Ladies and
Gentlemen . . .
European Plan.

* * * 107

Electric Light, Baths and
all Modern Conveniences.

250 Rooms, from Doll. 1.00 to Doll. 1.50 per day.

MAHLON W. NEWTON, Proprietor.

Finest Restaurant in City.

of the roof, is the Signal Service Bureau.

On Chestnut Street, between 4th and 5th, is a white marble building approached by a long flight of steps. This is the *United States Custom House*.

The *United States Treasury* is in the same building, which fronts also on Library Street.

From the Custom House visitors may visit the *Frankfort Arsenal* which is situated upon Tacony Road and Bridge Street. The grounds contain many curiosities. The Arsenal was established in 1816.

At Grace Ferry Road is an other Arsenal. The *Schuylkill Arsenal*. The *Collection of Wax Figures*, clothed in the various uniforms used from Colonial times till to-day, is interesting.

On the Grace Ferry Road, corner of Bainbridge Street, is the *United States Naval Asylum*.

The *Navy Yard* is situated on League Island (worth visiting). To reach it, take the Broad Street Omnibus south, as far as it goes. From this point other omnibuses are running at regular intervals to League Island.

PRISONS:

The *Eastern Penitentiary* on Fairmount Avenue between Corinthian Avenue, 22nd and Brown Streets. Tickets may be obtained from the inspectors.

The *County Prison* is on Passyunk Avenue near 10th Street. Permits may be obtained from the Mayor's Office.

The *House of Refuge* has two locations, one between Parrish and Poplar streets, and 22nd and 23rd Streets; and the other at Glen Mills, one for girls, the other for boys.

The *House of Correction* is on the line of the Pennsylvania Railroad on the Delaware River.

The *New County Prison* is opposite the House of Correction. It can accommodate some 2,000 prisoners.

The *Morgue* is at 707 Wood Street.

The *Alms House* is on the west side of the Schuylkill River. Visitors

are admitted by ticket from any member of the Board of Charities.

The *Lazaretto or Quarantine Station* is on Tinicum Island, in the Delaware River.

Among the historic buildings *Independence Hall* is the principal one. The East Room, on the first floor, is the one in which the Declaration of Independence was signed. The pictures of the signers of the Act of Independence hang upon the walls. The *Liberty Bell* is displayed here in a glass case and quartered oak. The Western Room is used as a *National Museum*. The second story is occupied by the Sons of the Revolutions rooms. Admission to all parts of Independence Hall is free from nine till three o'clock. The Hall in which Washington was inaugurated President in 1793 for a second term is Congress Hall. Congress Hall is at 6th and Chestnut Streets.

The old *Supreme Court House* was built in 1791. While the Federal Government was in Philadelphia the Supreme Court of the United States held its sessions here.

On Arch street near 3rd, is the *Betsy Ross House*, Betsy Ross conceived the American Flag.

All these buildings are owned by the government, but there are other historic buildings in private hands among them being the *Chew House*, in Germantown. This building is famous from the part it played in the Battle of Germantown in 1777. The first *Continental Congress* was held in *Carpenter's Hall*. This building is regarded with nearly the same amount of veneration as Independence Hall. It is open to visitors.

Franklin's Burial Place. Benjamin Franklin was buried in 1719 in Christ Church Burying ground at Arch and 5th Streets. The Free Quaker Meeting House. In 1858 a portion of the wall surrounding the yard was torn away to enable passersby to see the tombstones of the famous man and his wife.

Industrial enterprises of the greatest interest are the following: — *Cramps Ship Yards*. The yards



Stetson Hats

Stiff and Soft Felt Hats that are
standards

for style and foremost for quality.

Sold by the leading hatters of America and foreign countries.

The Stetson factory is the largest in the world devoted to the manufacture of high-class hats.

John B. Stetson Company

Philadelphia, U. S. A.

Retail Department: 1108 Chestnut St., Philadelphia.

122

are at Beach and Palmer Streets. In the 64 years of its existence nearly 300 ships have been added to the commercial marine by the Cramps. Visitors are not admitted to the yards except on an order from the company, which has offices at Beach and Broad streets.

Stetson Hats: These are among the most famous of Philadelphia's manufactured products, stiff and soft felt hats known not only throughout the United States but in the various countries of Europe and South America, in South Africa, Mexico, Australia-wherever hats are known.

The factory, at Fourth Street and Montgomery Avenue, Philadelphia, covers an entire triangular block, has 275,000 square feet of floor space and employs about 1,000 operators. About 50,000 dozen fine hats per year is the output.

This important industry is operated by the John B. Stetson Company, of which Theodore C. Search, President of the National Association of Manufacturers, is General Manager.

One great factor in the success of the Stetson works is the interest manifested in the employees by the management. Many means have been provided for their improvement along all lines.

In connection with the works are the Union Mission Hospital and Free Dispensary, the Union Mission, a library and reading room, building association, saving fund, beneficial association, classes for study and gymnasium, all in a flourishing condition and doing an excellent work.

H. Roelofs & Co. are representatives of the stiff hat industry. Their mammoth establishment is located at Brown and 12th Street and consist to day of a six-story factory and six-story addition almost as large as the original structure. The history of H. Roelofs & Co. is the modern history of the improved pressed hat by hydraulic pressure. A visit to the factory is highly interesting. The products of the firm are widely known and much appreciated all over the world.

The Midvale Steel Works are near Wayne Junction. Here the torpedoes for the navy are manufactured.

Disston's Saw Works are at Tacony and employ about 2,000 men.

Baldwin Locomotive Works. The main offices are at 500 No. Broad Street.

Brewerytown is that section of the city in which are some of the largest beer brewing companies. This quarter is in the neighborhood of Thompson & Jefferson between 31st and 33rd streets.

OTHER BUILDINGS.

The principal commercial buildings are:

The Bourse between Fourth and Fifth Streets, and Market and Chestnut. It is an ornate structure, 350 feet in length, 10 stories high and cost \$1,500,00. The building is one of the most complete structures of the kind in the world.

The Trades' League at 421 Chestnut Street is devoted to furthering the best interests of Philadelphia. It is of great benefit to visiting business men.

The Board of Trade, in the Drexel Building is of special interest for out of town business men.

The Commercial Exchange has for its object the development of the trade and commerce of the port of Philadelphia. Its quarters are at 133 South Second Street.

The Maritime Exchange on Second Street, between Walnut and Chestnut Streets, gives all maritime information. It maintains watch stations at the Delaware breakwater, 103 miles from Philadelphia; at New Castle Del., 33 miles, and Thurlow, Pa., 17 miles below the city.

The Builders Exchange is an ornate building on Seventh Street above Chestnut. It is the meeting place of the following trade association: The Lumberman's Exchange; The Stonecutters Association; The Bricklayers' Company; The Master Carpenters; The Builders' Company; The Master Plasterers' Association; Planing Mill Association; Master Painters' Association, and Metal Roofers' Association. In addition there is a mechanical Trades School, well worth a visit. Admission is free daily from 8 a. m. to 5 p. m.

There are more than 80 Banking institutions in Philadelphia; of these more than 40 are National banks. All these institutions occupy magnificent buildings.

THE AMERICAN IMPROVED PRESSED HATS

REGISTERED MAY 4, 1891.

MANUFACTURED SOLELY BY

HENRY H. ROELOFS
& CO.

PHILADELPHIA, PA.

U.S.A.

Are for Sale by all the
principal Retail Hatters.

The oldest Bank in the city is the *Philadelphia National Bank*, 421 Chestnut Street. Its offices are a feature worth examining.

The oldest Bank in America is the *Bank of North America*, founded in 1781, which on the close of the revolution became the financial agent of the Government. The splendid edifice is on Chestnut Street, near Third.

One of the finest building of its kind is occupied by the *National Bank of the Republic* 313 Chestnut Street.

Another most magnificent structure, is the building, in which is housed the *Union Trust Company*, 715 to 719 Chestnut Street.

At 927 Chestnut Street are the elegant quarters of the *City Trust, Safe Deposit and Surety Company*.

Philadelphia possesses also the oldest fire insurance company in America. This is the *Philadelphia Contributorship*, founded in 1752. Its building is on South Fourth Streets, below Walnut.

The *Penn Mutual* is quartered in a fine building on Chestnut Street between Ninth and Tenth.

The *Mutual Life* has a branch also in Philadelphia and occupies a stately edifice on the north west corner of Chestnut and Tenth Streets.

OUT OF TOWN EXCURSIONS.

Philadelphia is situated on two rivers: the Delaware and the Schuylkill. The Delaware divides Pennsylvania from New Jersey; The Schuylkill divides Philadelphia into two parts and runs into the Delaware. The Schuylkill is navigable by moderate sized vessels and for a short distance only. The Delaware is a navigable stream for a distance of *some thirty miles, even above Philadelphia*.

Visitors should not fail to take a boat trip up the Delaware River. It may be done in a few hours' time and costs only a dollar. The place of departure is either Chestnut or Arch Street Wharf. The most prominent points of view on this excursion are *Kensington*, the milling district of Philadelphia. Here is the

Penn Treaty Park, where William Penn made his treaty with the Indians. *Bridgesburg* comes next. It contains the *United States Arsenal*. Further above is *Tacony*, where the *Tacony Iron and Metal Works* and the *Keystone Saw Works* are located.

Then the steamboat crosses to the New Jersey side and makes a stop at *Riverton*, a very attractive place on the Delaware. Crossing the river again, *Torresdale* is reached. Here is the "*Forrest Home*", a retreat for aged actors. After Torresdale, the Delaware narrows perceptibly. Among the frequent stops, the boat makes, the most important is *Beverly*. Above Beverly the river widens again. Opposite *Burlington Island*, on the New Jersey side, is *Burlington* and on the Pennsylvania shore, *Bristol*. Then we pass "*The Manor of Pennsburg*", where Penn's country home was located. *Florence Heights*, on the New Jersey side, and beyond, *White Hill* in Pennsylvania follow. *Bordentown* is the next landing place of interest, because Joseph Bonaparte, Ex-King of Naples and Spain, lived here after his dethronement. Above Bordentown the visitor lands at *Trenton, New Jersey's State Capital*. After a stroll through the pretty city the return trip may be made by the river or by train. Other pleasant excursions in summer may be made to the seaside resorts; the best known of which is "*Atlantic City*".

Three railroad lines run to the famous pleasure resort and sanitarium: The Philadelphia Reading, The West Jersey and the Camden and Atlantic. Excursion tickets, good for ten days, cost \$ 1.75. There are many hotels. Theatres and Music Halls, and good drives and excursions to Longport, South Atlantic City, the Lighthouse and to Chelsea. Within easy reach of Philadelphia is *Cape May*. This seaside resort is located at the southern extremity of New Jersey, opposite Cape Henlopen. Between the two points the waters of the Delaware Bay enter the Atlantic. From Cape May may be visited: *Cape May Lighthouse, Lake Lil, Diamond Beach and Gold Spring*. Cape May is connected with Phila-

adelphia by the South Jersey Railroad. Two hour's ride. The excursion fare is \$ 2.15. By steamer five to six hours; fare \$ 1.00.

Ocean City is another seaside resort worth visiting. The place is situated on an island on the New Jersey Coast. The West Jersey Railroad runs regular trains from Cape May. The distance from Philadelphia is 77 miles, two hours and a quarter. Fare from Cape May \$ 1.45 (excursion rates).

Sea Isle City is a fine seaside resort on Ludlam's Island on the New Jersey coast. The West and the South Jersey Railroads connect the place with Philadelphia.

The following is a list of *Philadelphia's Libraries*.

THE CITY'S FREE LIBRARIES are:

No. 1. Montgomery Avenue and 17th Street.

No. 2. Broad and Federal Streets.

No. 3. Frankfort Avenue, below Norris Street.

No. 4. Roxboro.

No. 5. 40th Street, below Ludlow Street.

No. 6. Main Street and Chelten Avenue.

Free Library of Philadelphia, 1219 Chestnut Street.

Apprentices' Library, corner Fifth and Ash Streets.

Athenaeum Library and Reading Room, Sixth and Adelphi Streets.

Chestnut Hill Free Library in Christian Hall near Rex Avenue, on the Reading Pike.

Diston Library, 3700 Longshore Street, Tacony.

Friends Free Library, 5418 Germantown Avenue.

Friends Library Association, Sixteenth and Race Streets.

Germantown Library, 5521 Germantown Avenue.

Hebrew Literature Society, 322 Bainbridge Street.

Hirst Free Law Library, 901 Drexel Building.

Home Teaching and Free Circulating Library for the Blind, 701 Walnut Street.

Law Association Library, 219 South Sixth Street.

Lovett Memorial Library, Germantown and Sedgwick Streets.

Mercantile Library, 18 South 10th Street.

Philadelphia Library, Locust and Juniper Streets.

Ridgway Library on Broad Street, between Carpenter and Christian.

Southwark Library, 765 South Second Street.

Wilson's Circulating Library, 117 Walnut Street.

Besides the following educational institutions possess libraries:

Academy of National Sciences, 19th and Race Streets.

American Catholic Historical Society, 219 South Sixth Street.

American Philosophical Society, 104 South Fifth Street.

Drexel Institute, 33rd and Chestnut Streets.

Franklin Institute, 15 South Seventh Street.

Hahnemann College, Broad Street above Race.

German Society, Spring Garden and Marshall Streets.

Philadelphia Chapter of American Institute of Architects, 411 Walnut Street.

West Philadelphia Institute, 40th and Ludlow Streets.

New Church Book Association, 2129 Chestnut Street.

Odd Fellows' Hall Association, Broad and Cherry Streets.

Pennsylvania Horticultural Society, Broad Street below Locust.

Philadelphia City Institute, Chestnut and 18th Streets.

Seamen's and Landsmen's Aid Society, 322 South Front Street.

Spring Garden Institute, Broad and Spring Garden Streets.

MUSEUMS.

Academy of Natural Sciences, 19th and Race Streets, famous as being one of the finest of its kind on the new and old Continent.

American Philosophical Society, Independence Square, Fifth Street, Visitors are admitted on application.

Commercial, Educational and Economic Museum, City Hall, North Side. Franklin Institute, 15 South West Street, for the mechanical arts.

Pennsylvania Horticultural Society, Broad, below Locust St.

Pennsylvania Museum and School of Industrial Art. Museum in Memorial Hall, Centennial Grounds, Fairmount Park.

Wagner Institute, Seventeenth St. and Montgomery Avenue, contains a fine Cabinet of Minerals.

National Museum in Independence Hall.

Agent of the North German Lloyd:
Louis H. Meyer, 45 South Third St., Philadelphia Pa.

R H O D E I S L A N D.

The founder of Rhode Island was Roger Williams, a nonconformist minister from England, who migrated to Salem in 1631, and suffered banishment from there for his new and dangerous opinions. In June 1636, he found with five companions an eligible site on the Moshassuck River, which he named Providence. The first census of the Rhode Island colonies showed 7,181 in 1708. Rhode Island was the last of the thirteen original States to accede to the Constitution of the United States.

The pet name of the commonwealth is Little Rhody, an epithet indicating its limited area, which comprises 1250 square miles.

In 1890 the population had grown to 345,506. Its manufactures are estimated at \$104,163,621 yearly.

NEWPORT, R. I.

Newport is prominently the most magnificent watering place in the western hemisphere, and proudly it bears the distinction of being the selection of America's highest and most exclusive society.

The city is laid out with great taste and has about 20,000 inh.

PAWTUCKET, R. I.

An important manufacturing center

with 28,000 inhabitants. In 1790 Samuel Slater introduced here the linen manufacture into the United States. The Slater-manufactory is still there.

PROVIDENCE, R. I.

The metropolis and one of the State capitals situated on the Providence River, where the Seekonk River enters the Providence. It has 132,146 inhabitants. The manufacturing interests of the city are enormous, the value of its cotton and woolen goods its steamengines, silverwares, iron etc. amounting to \$ 75,000,000.

The Union Railway Station is in the center of the city.

Agents of the North German Lloyd:

W. H. Church, 1 Wybosset St., Providence R. I.

Otto Gerlach, 217 Broad St., Providence R. I.

GEO F. Leete, 114 Westminster St., Providence R. I.

WOONSOCKET, R. I.

A manufacturing town of 21,000 inhabitants without any other except business attractions. Important ruler industry.

SOUTH CAROLINA.

The first European adventurers, who reached the South Carolina shores were a group of Spanish slave-hunters from Hispaniola, who, in 1520, landed on St. Helena and claimed the country for Spain. In 1523 Emperor Charles V. commissioned Vazquez de Agillon to conquer this land, but the expedition came to grief. In 1562 Ribault's vessels arrived on the coast with Huguenots, sent by Admiral Coligny. On the site of Beaufort they built the defences of Charles Fort, where 26 men stayed for a year.

King Charles II. granted Carolina to the lords-proprietors in 1663 and seven years later colonist founded on the Ashley River Charles Town.

The cessation of the obnoxious Proprietary government, and the formal division of Carolina into North and South, occurred in 1729.

The Revolution became a bitter civil war in South Carolina, but December 14th 1782 the Royal troops under Gen. Leslie finally evacuated Charleston. As soon as Lincoln was elected President, South Carolina called a convention, which declared that the Union between her and the other States was dissolved (December 20th 1860). At one time South Carolina had 44,000 men in the Confederate army.

The great earthquake in Charleston, August 31st 1886, destroyed \$5,000,000 in property, and many lives.

The U. S. Census in 1890 gives a population of 1,151,149 to South Carolina, 458,454 of which are white and 692,695 colored.

The area of State is 30,570 square miles.

The pet name is The Palmetto State, from the palmetto tree on the seal of the commonwealth:

CHARLESTON, S. C.

From New York by steamer. The Clyde Line Steamers leave Pier 29, East River, Mondays, Wednesdays and Fridays at 3 P. M. Charleston is reached in about fifty hours.

By rail with the trains of the Atlantic Coast Line in 22—30 hours; ticket \$ 21.55; sleeper \$ 4.50.

Hotels: Charleston, Meeting Street, \$ 3—4. St. Charles, Meeting Street \$ 2 $\frac{1}{4}$ —4.

Cars through the principal streets, Stages to the Depots.

Charleston has two theatres: Grand Opera House, Meeting Street and Academy of Music, King Street.

The city has about 65,000 inhabitants, of which more than one half is colored. It is the largest city of South Carolina and is situated 6 miles from the Atlantic Ocean at the confluence the Ashley and Cooper Rivers.

Before the war it was the largest cotton harbor of America; Since which time large mines of excellent phosphate have been discovered near the Ashley river. Charleston is an important business center for wood, rice, fruits and industries.

Agents of the North German Lloyd:

F. Melchers, 11 Satte St., Charleston S. C.

Wm. Roach & Sons, P. O. Box 192, Charleston S. C.

COLUMBIA, S. C.

The capital in the center of the State and the second largest city of South Carolina.

It is a beautiful city, situated on the bluffs of the Congaree, a few miles below the charming falls of that river. It is famous for its delightfully wide shaded streets, its wonderful flower gardens and the model plantations in its vicinity.

GEORGETOWN, S. C.

One of the oldest settlements in South Carolina, about 15 miles from the sea, on Winyaw Bay, near the junction of the Pedee, Black, and Waccamaw Rivers. Remarkable for its maritime commerce.

Railroad: Georgetown & Western
R. R.

GREENVILLE, S. C.

The third largest city of South Carolina, having a population of no less than 8,607. It is beautifully situated on the Reedy River, near its source.

The *Table Mountain* is in Pickens District, about 20 miles above Greenville. It is one of the most remarkable of the natural wonders of the State, rising as it does 4,300 feet above the sea, with a long extent on one side of perpendicular cliffs, 1,000 feet in height.

Railroads: Richmond & Danville
R. R.

SPARTANBURG, S. C.

One of the most important towns of South Carolina, 455 mls. from Washington, D. C., and 690 from New Orleans, having a population of 5,544, pleasantly situated in the midst of a region famous for its gold and iron, and much resorted to in summer by people from Charleston and the lowlands. Near Spartanburg are the Glenn Springs, whose waters are strongly impregnated with sulphur, and recommended for rheumatism and dyspepsia; and the Limestone Spring, a chalybeate possessing valuable tonic properties.

Railroad: Richmond & Danville
R. R.

SOUTH DAKOTA.

The name Dakota means "Allied" or joined together in friendly compact, and was applied to themselves by the great Indian nation popularly known as the Sioux.

South Dakota is from 43° to 46° North Latitude, and from 96° 20' to 104° Western Longitude.

The population of S. D. was in

1880 : 98,268
1890 : 328,808.

ABERDEEN, S. D.

A town of some 3,200 inhab. on the James River, in the northern part of South Dakota. It has risen since 1880, and possesses railways radiating in seven directions, and giving it a large jobbing trade.

DEADWOOD, S. D.

A mining-town of South Dakota in the Black Hills, with a population of about 2,500. Deadwood is united to the East by three trunk railways, and has several narrow-gange lines, running to the mining camps of the Black Hills. The city is Y-scaped, *Whitelwood Gulch* forming the trunk and one prong, and *Deadwood Gulch* forming the other prong of the Y. The close-built business streets follow these ravines, and above, on

the hill-sides, are residences, commanding extensive views, as far as sun-crowned Ferry's Peak.

Railroad: Deadwood Central.

HOT SPRINGS, S. D.

The chief health-resort of South Dakota, in the Blark Hills, 4,000 ft. above the sea. A large hotel and bath-houses accomodate visitors. For centuries this locality had been a favorite with Sioux and Cheyennes, who held on to it until 1882. The waters flow at a temperature of 96°, and are charged with electricity and minerals.

HURON, S. D.

A lively little town in South Dakota, on the James River, with some 3,000 inhabitants.

Railroad: Chicago & Northwestern.

PIERRE, S. D.

The capital of South Dakota on the Missouri River, stands at the geographical center of the State, near the site of old Forst Pierre named for Chouteau of St. Louis, one of the early furtraders. Pierre has a population of 3,235.

Railroad: Chicago & North Western.

SIOUX FALLS, S. D.

The metropolis of South Dakota on the Big Sioux River. It was laid out in 1857, and destroyed by the Sioux in 1862. In 1865 Fort Dakota arose here, on a military reservation 6 mls. square; and when this was evacuated, in 1870, a new village sprang up, rising to 593 inhabitants in 1873. It is now the chief - and gate-city of the State, with large factories and quarries, a score of churches, and several colleges. The Big Sioux River, a tributary of the Missouri River, falls here 90 feet within half a mile, sparkling clear,

and dominated by a beautiful island. It has now some 10,000 inhabitants, mostly busy in mines.

Railroads: Burlington, Cedar Rapids & Northern; Chicago Milwaukee & St. Paul; Chicago, St. Paul & Minneapolis.

VERMILLION, S. D.

A village in South Dakota, on the Missouri, mostly interesting as the seat of the State University of South Dakota opened in 1872.

Railroad: Chicago, Milwaukee & St. Paul.

TENNESSEE.

The landscape of Tennessee is most varied and agreeable; though none of the great natural wonders of the Republic lie within her borders. Her mountain, valley, and river scenery is exceedingly beautiful, and will become famous as it becomes known. The central portion of the State, stretching from the mountains to the Tennessee River, has a broken surface, while beyond, towards the Mississippi, which forms the western boundary, the country is comparatively level.

Many valuable mineral products are found here-coal and iron in great abundance, and rich deposits of copper. Gold, too, has been detected, and silver, lead, zinc, manganese, magnetic-iron ore, gypsum of superior quality, and a great variety of beautiful marbles, slate, nitre, burrstones, and limestone. Salt and mineral springs, the latter of very valuable character, abound.

Immense quantities of live stock are raised in Tennessee; more, indeed, than in any other part of the Union. It is, too, a vast tobacco, cotton, and corn-growing region. The culture of hemp, buckwheat, rye, oats, barley, maple, sugar, and many other agricultural products occupy the industry and contribute to the wealth of the people.

The geographical position of Tennessee is: northern Latitude from 35° to $36^{\circ} 35'$, and western Longitude from $81^{\circ} 37'$ to $90^{\circ} 15'$. Its population was in 1860: 1,109,801, in 1890: 1,332,971; 484,300 of which are colored.

CHATTANOOGA, Tenn.

On the Tennessee River, in the southern part of the State, where its boundary is touched by Alabama and Georgia. It is an important port, being only 34 mls. farther from the Gulf of Mexico (by water), than Cincinnati. The Tennessee is navigable two thirds of the year and at all times for small boats, from the Ohio to Chattanooga. The city arose in 1836, at the intersection of the inter-state wagon-roads through the mountains, and is now the converging point of nine railways. It has a population of some 29,000 and is the third largest town of Tennessee.

Railroads: Cincinnati, New Orleans & Texas Pacific; East Tennessee, Virginia & Georgia; Nashville; Chattanooga & St. Louis.

KNOXVILLE, Tenn.

"The Queen City of the Mountains", on the Holston river, and once the capital of Tennessee, a very important city of 22,535 inh., beautifully situated on the hills above the upper Tennessee River, with valuable railway connections, and a country trade of \$ 25,000,000 a year.

In the vicinity of Knoxville, on a far-viewing hill, is the *University of Tennessee*, organized in 1794 and opened in 1807.

Railroads: Knoxville, Cumberland Gap & Louisville; Knoxville & Augusta; Knoxville & New River.

MEMPHIS, Tenn.

The second largest city of Tennessee with 64,495 inh., on the Fourth Chickasaw Bluff, its wide esplanade overlooking the Mississippi River, with ten converging railways and fourteen steamboat-lines, an enormous wholesale and cotton trade, and cotton-seed-oil mills. The costly railway bridge, built here across the Mississippi River, gives Memphis a vast South-western trade. The city presents a striking appearance as seen from the water, with its esplanade several hundred feet in width sweeping along the bluff and covered with large warehouses.

Railroads: Illinois Central; Louisville; New Orleans & Texas; Louisville & Nashville; St. Louis Iron Mountain & Southern; Tennessee Midland; East Tennessee, Virginia & Georgia; Memphis & Birmingham.

Agents of the North German Lloyd:

R. D. Nesbit, Memphis, Tenn.

John H. Slater, 13 Madison St., Memphis Tenn.

Zimmerman Bros, Memphis Tenn.

NASHVILLE, Tenn.

The chief city of Tennessee with 76,168 inh., most agreeably situated on the south side of Cumberland River, and at the head of steamboat navigation.

The capitol, in its bold position 175 feet above the river, and in its elegant and costly architecture, is a

very imposing structure. Here is the University of Nashville, founded in 1735. Its Medical School has over 200 students. The Mineral Cabinet of the late Dr. Troost is the richest private collection in the United States. The *Watkins Institute* contains the Historical Society, city library and art school.

The foremost city in the world for manufacturing hard-wood lumber, the largest flour-milling city in the South, and the second jobbing city in the South. Its incorporated companies represent a capital of \$ 90,000,000.

Railroads: Louisville & Nashville; Nashville, Chattanooga & St. Louis.

Agents of the North German Lloyd:

W. G. Duckworth & Co., Nashville Tenn.

W. B. Fisher, 329 N. Cherry St., Nashville Tenn.

THE TENNESSEE CAVES AND MOUNDS.

The traveller should not fail to see some of the numerous caves in the Cumberland Mountains. Upon the Enchanted Rock, here, are some singular impressions of the feet of men and animals. In Coffee County, not far from Manchester, there is an ancient stone fort, enclosed by a wall, upon which trees are growing, whose age is supposed to exceed 500 years. This mysterious fortification is situated between two rivers, and occupies some 47 acres.

TEXAS.

In 1680 La Salle, the great French explorer, penetrated the immense southwestern country of which Texas is a part. Of the Spanish, Alonzo de Leon made the first attempt to settle Texas, and in 1691 a governor and troops were sent here by Spain. La Salle called the country Louisiana, for Louis XIV, The Spaniards named it New Philipines, in honor of Philip V. San Antonio, the oldest European settlement in Texas, was founded in 1693; Goliad and Nacogdoches in 1727. The foundation of the Alamo was laid in 1744, and was denominated a mission. Prior to 1820 Texas was ruled by governors. In 1823 Stephen F. Austin arrived with colonists, when the Mexican States of Coahulia and Texas constituted one government, with their capital at Saltillo. Complaints of failure, by these, to the Mexican government finally lead to the revolution of 1835. On March 2, 1836, Texas declared itself a free and independent government, adopting a constitution on the seventeenth of the same month. The first President was David G. Burnet. General Sam Houston was made commander-in-chief of the Texas forces, and after terrible fights and struggles, the heroic band, only one-third in numbers of their enemies, gained the decisive battle of San Jacinto on April 21, 1836. The annexation of Texas to the United States took place in 1845. The State seceded from the Union February 1, 1861. In 1870 it was re-admitted.

Texas, by much the largest State in the United States, contains 274,356

square miles, exclusive of bays and lakes. It extends from the twenty-sixth parallel of north latitude to thirty-sixth and one-half north latitude, and from the sixteenth to the thirteenth meridian of longitude west from Washington. The more clearly to illustrate its size, it is observed that it is a little more than equal in area to Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, Pennsylvania, New Jersey, Delaware, Maryland, Ohio and Indiana combined. Compared with European countries—than which it is larger than any except Russia—it is equal to England, Ireland, Scotland, Wales, Holland, Belgium, Denmark, Switzerland, Greece and Turkey combined.

The inhabitants of Texas have come from nearly every State in the Union, and many from across the ocean direct. For these reasons society is cosmopolitan in its character, with the utmost political and religious freedom existing.

In 1890, Texas had a population of 2,300,000, since which time there has been a large increase.

Climate—For the greater portion of the year the climate in Texas is mild, the temperature ranging from 32 to 96, but during the spring, fall and part of the winter it usually stands from 50 to 70. This mild winter weather admits of outdoor work almost every day in the year. The Norther (a cold wind) moves the temperature down at a rapid rate, and makes overcoats and fires a necessity, but it is also very

bracing for the people, and is the primary cause of the salubrity of the climate. The summer in all parts of Texas is made refreshing by breezes from the Gulf. Sunstrokes are rare. Any building having a southern exposure is always cool, and on the Gulf and in the prairie regions covering is needed almost every night in the year.

ABILENE, Tex.

County seat of Taylor County, is an incorporated city with 3,194 inhabitants, surrounded on all sides by attractive farms and ranches. It is the shipping point for a number of counties lying north and south of the Texas & Pacific Railway, and was first settled in 1881. It contains a number of fine church buildings, one of the best high schools in the West, a flouring mill, large public school, grain elevator, several good hotels, an ice factory, 2 cotton gins, 2 corn mills, 3 national banks, water-works and a fire department, brick yards, opera house and hundreds of attractive residence buildings. The business portion of the town is mainly built of brick.

AUSTIN, Tex.

Has a population of 30,000, principally engaged in mercantile and manufacturing business. Austin, the capital of Texas, and one of the most enterprising cities of the Lone Star State, is build upon more hills than Rome, and derives much picturesqueness and variety from this fact. The principal street gradually rises from the Colorado River to the Capitol Building, which occupies a commanding eminence almost in the centre of the city. This magnificent structure stands pre-eminent among the State capitols of the nation, as one of the handsomest and most substantial, ranking as seventh in size of the large buildings of the world. The city is regularly laid out, with unusually broad streets and avenues, and possesses many handsome public buildings and residences.

The climate is mild and fairly equable, with just enough cold weather to remind one that winter is one of the four seasons, but with

scarcely a day not suitable for outdoor life. During the summer the near presence of Lake Mc Donald and the timbered hills surrounding it, makes Austin in every way desirable for invalids.

Lake Mc Donald is comparatively a new feature, and owes its charming existence to the great dam recently constructed across the Colorado River, an enterprise which is the pride and boast of every citizen. This dam is really one of the wonders of the world, over 1,400 feet in length, seventy feet high and sixty feet wide at the base. It is built of solid granite, as firm as the everlasting hills, and causes a waterfall second in size and beauty to Niagara. The power-house at the dam not only supplies the city with water and the most perfect electric lighting system in the country, but there is a surplus of 10,000 - horse - power available for manufacturing purposes, inducing the promoters of the enterprise to believe that Austin is destined to become the greatest manufacturing centre in the Southwest. The lake, formed by the dam, is the largest artificial lake in the world, being nearly 30 miles long, over 1,000 feet in width and 40 to 60 feet deep.

At this point the junction of the International & Great Northern R. R. with the Houston & Texas Central Ry. and the Austin & Northwestern Ry., is made.

There are twenty-three churches, many of them magnificent edifices, representing in this city all the principal denominations. In addition to fourteen city schools, there are numerous private and sectarian schools and colleges, among which, St. Edward's College and St. Mary's College.

Public Buildings. The following State institutions are located at Austin: The magnificent granite Capitol Building, the State Deaf Institute, the State Blind Institute, and the State Asylum for indigent colored people.

Hotels. Austin has one magnificent hotel building, the Driskill; and also the Avenue, Salge and Orr Hotels, besides numerous smaller hotels and boarding houses, at all of which the accommodations are good.

BONHAM, Tex.

County seat of Fanning County; population, 3,300.

Bonham is a progressive town, on the Texas & Pacific Railway. It is substantially built, and transacts a large business in grain, flour and other local products. It has several good colleges, a number of churches, 3 banks, a handsome and well-appointed opera house, 4 newspapers, 2 flouring mills, an ice factory, cotton seed oil mill, cotton compress, planing mill, 2 cotton gins and a furniture factory. It is surrounded by what is conceded to be one of the finest agricultural districts of the State.

BOWIE, Tex.

On the Texas, Pan Handle Route. Population, 3,000; from Fort Worth, 68 miles; elevation, 1,128 feet. — Is situated in the Cross Timbers, in the southwestern part of Montague County. It is the commercial center for a surrounding country rich in cattle and the products of farm and orchard.

CLARKSVILLE, Tex.

County seat of Red Rose County, with a population of 1600, situated in the center of a rich agricultural district. It has a fine public school building, churches of the various denominations, a convent, a handsome and commodious court-house, two banks, a steam planing mill, saw mill, grist mill, cotton gin, and two newspapers. The principal shipments are cotton, hides, grain and live stock. The population is progressive, and enjoys the modern conveniences common to towns of its dimensions.

CORSICANA, Tex.

The county seat of Navarro County, became a railroad point in 1872, upon the advent of the Houston & Texas Central Railway. In 1878 the Cotton Belt Railway also reached this point, which is also the initial point of the Corsicana & Hillsboro branch of the same railway. Corsicana has about 8,000 inhabitants, a progressive, well-to-do and energetic people. It is an incorporated city, having a fine water works system, free mail delivery, a complete sewer-

age system, an electric light and gas plant, several wholesale houses, a public park, numerous charitable and literary societies, churches and good schools. The greater part of the business portion is constructed of brick, many of the business houses being elegant structures of two and three stories. The residence portion contains a number of very attractive buildings, situated on broad, graded and well-shaded avenues. Among the commercial features are 3 national banks, a commercial club, a commodious opera house, a splendid court house, a fine three-story brick hotel, and several smaller ones. Corsicana has 2 cotton compresses, which handled 100,000 bales of cotton last season, 2 cotton oil mills, capable of handling 250 tons of seed per day, a large roller flouring mill, capacity 200 barrels per day, and a roller corn mill, a fifteen-ton ice plant, bottling works, iron and brass foundry, 3 planing mills, 2 brick yards, broom factory, and 2 large cotton gins.

DALLAS, Tex.

Is a prosperous and rapidly growing city, situated at the crossing of the Trinity River by the Texas & Pacific Railway. It is 315 miles from Galveston, 515 from New Orleans, and 660 from St. Louis. A more advantageous site for a city could scarcely have been selected. It lies upon a plateau 20 to 30 feet higher than the river, upon the right bank of which it is built. The first settlement was made by John Neely Bryan, about the year 1840, on the tract of land on which the city is now situated. A few years later, emigrants from Kentucky, Missouri, Tennessee and Illinois settled in the same neighborhood, and laid the foundation of a city that was to be. In 1870 it had a population of 700; in 1880, 10,267; and in 1890, with its suburbs, 41,011. Since then, the population has continued to increase in about the same ratio. As a manufacturing and commercial center it is, perhaps, the most important in the State, being, as it is, in a rich agricultural region, well supplied with raw materials necessary for

manufacture, and having unexcelled facilities for the transportation and distribution of its products.

The principal industries are represented by seven large flouring and grist mills, a very large cotton and woolen factory, the product of which finds a ready sale, wherever offered; 1 cotton seed oil mill, 4 clothing and underwear factories, 1 large cotton compress, 1 large boot and shoe factory, 8 saddle and harness factories, 4 cigar factories, 2 large foundries, 4 sheet iron and cornice factories, 5 large carriage and wagon factories, 6 planing, grooving and turning factories, 1 trunk factory, 3 broom factories, 4 cotton gin and press factories, 2 chair and furniture factories, 1 paper mill, 1 paper bag factory, 2 lithographing establishments, 1 brass foundry, several lime kilns, 5 pressed-brick yards, 5 stone yards, 2 soap factories, 1 cooperage and hollow-ware factory, 8 nurseries and green houses, 3 candy factories, 1 coffee and spice mill, 1 soda and mineral water factory, 2 manufacturing jewelry establishments, 1 jelly and preserve factory, 2 ice factories, 1 large brewery, 1 spring-bed and awning factory, 3 water works companies, in addition to the public water works, maintained by the city. Within a year or two past the slaughtering and packing of beef and pork has become very important and a very large meat packery is in full operation. Connected with it are suitable smoke-houses and pickling vats, making it possible to turn out any desired quantity of hams, bacon, lard or refrigerated beef.

The value of Dallas as a distributing point is well appreciated by the manufacturers of agricultural implements, machinery, wagons, etc., pumping machinery, wind mills, boilers and engines, in other cities, as nearly all important establishments in these lines have branch houses here, and many manufacturing concerns like the Lone Star Salt Works, and the various lumber companies, have their general offices in Dallas, while their works are located where the raw material is.

The facilities for transportation to and from Dallas consist of the Texas

& Pacific Railway, Main Line, which has its general offices here and extends from New Orleans to El Paso, where connection is made with lines leading to Mexico, California and all points in the southwest; the Dallas & Wichita Branch, the Dallas & Greenville Branch, and the Dallas & Hillsboro Branch of the Missouri, Kansas & Texas Railway; the Gulf, Colorado & Santa Fe; the Texas Trunk Railway, and the Houston & Texas Central Railway. The Trinity River is being improved and made navigable to large bodies of timber lying below Dallas, which are being utilized in the manufacture of fruit boxes, crates, barrels, fuel, and fence posts. Two steamboats are used for the transportation of this material. The improvements of the river have been made at private expense. It is hoped that the river will be cleared far enough to reach the pineries on the river, when saw mills will be erected and lumber be brought to Dallas by water.

The streets in the city are generally from 80 to 120 feet in width. In the business portion about 22 miles of streets are paved with bois d'arc, covering the same with a smooth, hard surface of the greatest durability. The streets in the residence portion are usually lined with shade trees, and are macadamized; nearly all sidewalks are made of either stone, cement or brick. Most of the street car lines use electricity, and in all 28 miles are operated. The city has an excellent fire department with the Gamewell system of fire alarm. The municipal water works are large and complete. Good water is had in abundance in Dallas and its suburbs, for, in addition to the municipal water supply, there are 3 water companies, and 20 or 30 large artesian wells owned by individuals. These wells vary in depth from 750 to 1,000 feet and have a daily flow, varying from 100,000 to 350,000 gallons. The police department is thoroughly organized and effective, and no city is more orderly than Dallas. City parks, hospitals, 2 large natatoriums, a gymnasium, and a German athletic society, numerous charitable and benevolent societies,

add materially to the general sanitary condition of the city and the comfort of its inhabitants. The social, literary and professional societies number 92, and of church buildings there are 36, representing all known denominations. The public school system of Dallas is worthy of special mention. It consists of 20 elegant and roomy buildings, in which 63 white and 15 colored teachers are employed; 5,575 pupils being annually enrolled. These schools are public and free to all resident children between 8 and 18 years of age. In addition to the public school system the city has 24 private schools, with some 60 teachers. There are also a number of musical and art studios, telegraphic, shorthand and commercial schools. Among the higher grades of private educational undertakings may be mentioned St. Mary's Institute for young ladies, erected and maintained under the auspices of the Protestant Episcopal Church; the Ursuline Academy, under the management of the Ursuline Ladies, is a well known institution that offers educational facilities of a high order. The Fort Worth and Dallas business Colleges, Hobson's Phonographic Institute and Hill's Business College are well and favorably known throughout the State.

A club house, an opera house, a merchants exchange, a city hall, a court house, are some of the more conspicuous buildings. The Oriental Hotel, costing \$ 600,000, is the finest structure of its kind in the Southwest. Other Hotels are "The Grand Windsor, St. James, Mc. Leod", etc.

The headquarters of the Texas State Fair and Dallas Exposition are also in Dallas. It covers 120 acres, with all requisite buildings, such as a horticultural hall, a machinery hall, a general main building, etc.; about 5 miles of graveled drives, walks, stalls for thousands of head of live stock, etc. The race track is unsurpassed anywhere. These and other improvements have cost over half a million, but they are appreciated by the people of the State, as the annual attendance at the fair is generally from 200,000 to 400,000 people.

Agent of the North German Lloyd:
Star S. Jones, Dallas, Tex.

DECATUR, Tex.

On the Texas, Pan Handle Route, Population 4,400; from Wichita Falls, 74 miles; Fort Worth, 40 miles; elevation, 1,062 feet. — The seat of Wise County; is situated on an eminence. The two most conspicuous buildings are the court-house, and the high school.

DENISON, Tex.

Is situated in the northeastern portion of the county, about three miles south from Red River and nine miles northeast of Sherman, the county seat. It is built upon high ground almost as level as a floor, surrounded by moderate elevations, it occupies an ideal site for a city. It is laid off in broad and well kept streets and avenues, lined on either side with handsome business blocks, churches, school houses and residences. The Missouri, Kansas & Texas Railway, the Houston & Texas Central Railway and the Texas & Pacific Railway, furnish excellent transportation facilities. The educational facilities are of the highest order, the city maintaining 6 commodious brick school buildings and a staff of 40 efficient teachers. The private institutions are of high grade. There are 17 church organizations, 1 opera house, 3 national banks, 3 daily and 5 weekly newspapers. The city is supplied with gas works, water works, electric light, a fire department, a street car system and a suburban line; also an ice factory, brick yards, cotton gins, flour and planing mills, a brewery, soap factory, fruit cannery, and a large cotton mill, employing 700 hands. Coal, ore, water and raw material of various kinds, necessary to build a large city, are within easy reach.

EL PASO, Tex.

13,000 inhabitants; the most important place in El Paso County.

The city of El Paso is 646 miles west of Dallas, and lies 3,670 feet above sea level. It is picturesquely located between Mount Franklin on the American side, and the Sierra

Madre on the Mexican side of the river. Its fame as a health resort has made it the objective point of many wealthy tourists and travelers. Up to the year 1880 it was a stagnant Mexican village, but with the advent of the several railway lines it was suddenly converted into an active modern American city, with handsome business blocks, elegant brick residences, telephone and telegraph lines, street railways, electric light, waterworks, fire department, a magnificent court house unsurpassed for beauty of architecture, and two large smelting works. It is the best and most substantially built city in all Texas. The small private enterprises consist of ice and refrigerating works, a foundry, cornice works, 3 banks, 3 daily and 1 weekly newspapers, and some 250 mercantile establishments.

FORT WORTH, Tex.

Forth Worth is situated in the exact center of Tarrant County, of which it is the judicial seat. It occupies a high rolling platform, some 640 feet in altitude above sea level. It has excellent natural drainage, and is one of the healthiest cities in the State. It is 253 miles southwest of Texarkana, 32 miles west of Dallas, and 95 miles southwest of Denison. In 1849, a U. S. military post was established here by Brev. Major Arnold, who named the post Fort Worth, in honor of Gen. Wm. J. Worth, who was then Commandant of the district.

It is a vigorous, enterprising and successful commercial and manufacturing point, having enjoyed a steady and uniform growth for a number of consecutive years. It has long been the distributing point for the live stock trade of the vast territory west and northwest of it, and more recently it has added to its already large business the enormous grain trade of the Texas Panhandle,

In 1876, Fort Worth had 1,123 inhabitants, and in that year the Texas & Pacific Railway was built to it. Ten years later it had grown to be a country town of 5,500 inhabitants, and at the present time

it is a flourishing commercial manufacturing and railroad center of over 40,000 inhabitants.

In the matter of railway transportation, Fort Worth is exceptionally well provided, as the following named lines form a junction here: The Texas & Pacific Railway main line passes through the city on its way from New Orleans and Texarkana to El Paso; the Transcontinental Branch, extending from Texarkana by way of Paris and Sherman to Fort Worth, joins the main line here. The St. Louis Southwestern Railway has here the terminus of its Fort Worth and Greenville Branch. It is also the initial point for the Fort Worth & Rio Grande Railway, the Fort Worth & Denver City Railway, and the southern terminus of the Chicago, Rock Island & Pacific Railway. The main line of the Missouri, Kansas & Texas Railway also pass through Fort Worth. A branch of the Houston & Texas Central Railway extends from Fort Worth to Garrett, Texas. Three of these railways have shops at Fort Worth, where a considerable number of men are employed.

There are about 40 miles of electric street car lines in operation, affording excellent means of quick and easy transportation within the city. Of graded and macadamized streets there are about 100 miles, which are kept in perfect condition. Most of them are bordered by sidewalks, constructed either of flagging, brick or cement. In the residence parts of the town they are generally shaded by rows of trees.

The water supply of the city is obtained from about 300 artesian wells, a few of which flow as much as 300,000 gallons per day. They vary in depth from 114 to 2000 feet. The deep wells are strong in their flow, and permanent. The shallow wells, which used to discharge freely, are now generally pumped. The water obtained, is sweet, wholesome, and very pure. One of the many attractions is the Natatorium, a structure admirably fitted up in every way, and containing a large swimming pool. The Municipal Water Works

secure their water from the Clear Fork of the Brazos, and have an elaborate system of dams, pumps, mains, and hydrants, bringing all parts of the city within the limits of fire protection.

The public buildings, in number, size and style, rank with those of any other city of its age in the country. Of the 19 churches, some are magnificent structures, and the Board of Trade, Club, and Library buildings are among the best in the State.

The public school system of Fort Worth, under municipal control, is worthy of the local praise bestowed upon it. There are 4,219 pupils enrolled, and, for their comfort and education, 18 large and modern school buildings are maintained. 70 teachers are employed in these schools.

There are also a large number of private schools, and the Fort Worth University, an educational institution justly famous in all parts of the State.

The city is lighted by electricity, the electric light plant and the water works being the property of the city. The fire department is equal to the times, has all modern appliances for fire fighting, and a very complete electric alarm system. The police department will compare favorably with that of any other city of equal population. The natural drainage of the city is excellent, but with the 60 miles of sewers already constructed, little more can be desired in regard to sanitary arrangements.

The city has a hundred or more of larger and smaller industrial enterprises. The principal enterprises are the gas works, an arc electric light plant, 5 grain elevators, capacity 850,000 bushels; 4 roller mills, capacity, 1,500 barrels of flour per day; two stock yards, more fully described below; several ice factories, a stove foundry, a moss collar factory, a windmill and pump and general water-supply implement company, several large agricultural implement houses; boot and shoe, jute bagging, cracker, excelsior, awning and tent, baking powder, wagon, carriage, and woven wire and cot factories, one of the most extensive breweries in

the State, two tanneries, several lithographing establishments, 39 jobbing houses, and a woollen factory.

The hotel accomodations of Fort Worth are, in every respect excellent, and two or three of the hotels in Fort Worth will compare favorably with any in the Southwest.

The Fort Worth Union Stock Yards. Have over 500 acres of ground, a larger tract of land than that owned by any stock yards in the West for similar purposes, and one that for drainage, convenience of location, and railroad shipping facilities, could not be improved on. There are ample yards, pens and sheds, and a commodious building for a hotel, live stock exchange, and offices of commission merchants. A good market is here established for cattle, hogs, sheep, horses and mules.

The Fort Worth Packing House. The largest institution of its kind in the South, and the most extensive south of St. Louis and Kansas City, is now in active operation, and represents in ground, buildings, machinery and working capital, an outlay of over \$ 600,000, and has a daily capacity of 1,500 hogs, and 250 cattle.

GALVESTON, Tex.

Population 55,000. Railroads; International & Great Northern, Gulf, Colorado & Santa Fe and Missouri, Kansas & Texas.

The City is located on the east end of Galveston Island. The island is about 30 miles long and from 3 to 5 miles wide. Bolivar Peninsula, a strip of the main land, is prolonged to the southwest, so that it is practically parallel to the Island and is its counterpart in all but complete isolation. These two breakwaters protect the Bay of Galveston, which has an area of 155 square miles, making it one of the safest and best harbors in the world. The entrance to the Bay is between the Island and the Peninsula, is one mile and a half wide, and by reason of work done by the Government, is of sufficient depth at the bar to float the largest vessel. Ocean steamers, drawing as much as 22 feet of water, are now enabled to go safely and conven-

iently to anchor, alongside its wharves. The many beautiful homes, fine churches, and numerous schools of Galveston, testify to its superior advantages as a residence city. Located on a island, visitors enjoy, to the full extent the benefits of the delicious and unceasing Gulf breezes, which render pleasant a summer which would otherwise be of tropical heat. During the winter, the pleasant sunshine and summer verdure recall a perfect May-day in some Northern State. There are two large first-class hotels, excellent beaches for bathing, and superb fishing. The sandy soil is capable of producing fruits, vegetables and berries of all kinds, strawberries particularly. The climate is salubrious and in fact is delightful almost the entire year, Galveston being the summer resort for the interior of Texas. The Gulf breeze every evening is cool and refreshing. The water supply is abundant from artesian wells, located on the main land, piped into the city under the bay. Notwithstanding Galveston is largely interested in exports, and so many foreign ships enter it, it is one of the healthiest cities in the South, and is under most excellent sanitary supervision. It is the largest shipping port on the Gulf, the shipments of cotton alone amounting to over 600,000 bales.

The shipping facilities are being largely increased by the expenditure of \$6,200,000 by the United States Government on jetties, which, when completed, will extend a distance of 6 miles into the Gulf of Mexico; the present depth of water obtained is 22 feet at low tide; which is sufficient for all but the very largest ocean vessels. The city is provided with an excellent system of electric street railroads; ten public fountains, and other public conveniences.

One of the largest hospitals in the South is located at Galveston, also an orphan's home, an old woman's home, and numerous other charitable institutions.

The principal hotels are the Beach, Tremont and Grand. The Beach is a summer resort unsurpassed anywhere on the Gulf or Atlantic

coast. There are numerous tropical gardens, public parks and drives in the city, providing ample recreation for visitors and residents.

Agents of the North German Lloyd:
J. B. Bartholomew, Traffic Mgr.
Malbor yLines, Galveston, Tex.

W. W. Wilson, Galveston, Tex.

GEORGETOWN, Tex.

The County seat of Williamson County, and the northern terminus of the branch railroad running from Round Rock on the International & Great Northern Railroad, to Georgetown. Population about 3,500 principally engaged in farming and stock raising. Water supply ample and of fine quality. There are 10 churches, representing all the principal religious denominations; 1 large public school, 1 Methodist school, and the Southwest Texas University.

Public Buildings. — The Southwest Texas University has two very large and commodious buildings. The court house is located at this point, and is a substantial structure, as are also the jail and city hall. There are a number of mineral wells located in the suburbs of Georgetown, the waters of which have been analyzed, and found to be of fine medicinal properties.

The Chautauqua. — The Texas Chautauqua Assembly is one of the great Sisterhood of Assemblies, of which the original New York Chautauqua is the model. The Texas Chautauqua grounds, located at Georgetown, embrace about 200 acres of ground; has a fine system of waterworks, and numerous fountains. A splendid temple, floored and seated, affords ample accommodation for a vast multitude of people.

GREENVILLE, Tex.

County seat of Hunt County has now about 8,000 inhabitants. It is an important railway center of great commercial activity. It is an important point on the Missouri, Kansas & Texas Railway, being the freight and passenger division terminus for the Denison & Mineola Branch. It is the headquarters for the Sherman, Shreveport & Southern Railway, the northern terminus of

the Texas Midland Railway, and an important point on the Cotton Belt Route. As many as 42 passenger trains pass in and out of Greenville daily.

The city is located on the upper waters of the Sabine River, and that stream is dammed some distance above, forming a reservoir from which the city is supplied, through an adequate system of water mains. A sewerage system extends through nearly all business streets and many residence streets. There is also a strong volunteer fire department. The city has an elegant City Hall, an electric light plant, telephone exchange, and several large city parks. The corporate limits of the city cover 3,000 acres. The altitude is 800 feet above sea level, and its favorable situation gives it good, natural drainage. The local industries consist of, in addition to the shops of the several railroads, a good boiler, engine and general machine works. There is a large planing and general wood working plant, a flouring mill, with a capacity of 100 barrels per day, and a corn mill; two saddle and harness factories, two cotton oil mills of 115 tons daily capacity, a cotton compress, which handled 90,000 bales last season; a 50-ton ice factory, bottling works, a woolen mill, a wagon and carriage factory, several brick yards, galvanized iron cornice works, two clothing and one mattress factory. There are in the city also two National Banks, a large Opera House, some 12 attractive churches, a Baptist College, and three daily and four or five weekly newspapers.

HENRIETTA, Tex.

On the Texas, Pan Handle Route, Population, 3,000; from Wichita Falls, 19 miles; Fort Worth, 95 miles; elevation, 896 feet. — The seat of Clay County — with its \$ 40,000 court-house — is located on an eminence overlooking a broad extent of country.

Among the many fine buildings, business blocks, churches etc., the new high school building is one of which the people are very proud.

Henrietta has a roller mill of

stone, with a capacity of 200 barrels per day, extensive stock yards, and lumber yards.

HILLSBORO, Tex.

One of the most progressive and prosperous of the smaller cities of Central Texas, is the railroad, commercial and geographical centre, as well as the county seat, of Hill County. It is a compact little city of 5,000 inhabitants, with a promise of continued prosperity, and development. The place is 35 or 40 years old, but until the arrival of the Missouri, Kansas & Texas Railway, and the Corsicana & Hillsboro Branch of the St. Louis Southwestern Railway, in 1882, was an obscure village of a few hundred inhabitants. To-day Hillsboro has the main lines, and the Dallas & Hillsboro Branch of the Missouri, Kansas & Texas Railway, placing the city in connection with all leading cities in the State.

Among the more handsome buildings may be mentioned the fine stone court house, erected at a cost of \$ 100,000, the county jail, the 4 public schools buildings, and the numerous churches, most of which are handsome, well designed edifices. There are also many elegant and beautiful private residences.

HOUSTON, Tex.

One of the principal cities in the state, and the county seat of Harris County.

The Magnolia City, with a population of about 70,000, was founded in the year 1837, and was the first capital of Texas. Situated on Buffalo Bayou, at the head of navigable tide-water, it possesses the immensurable advantages attached to direct ocean communication. A 100-foot channel, with a depth of from 15 to 20 feet, connects the city with Galveston Bay, and the recent development of deep water in Galveston Harbor, together with work now being done by the United States Government, will enable the largest ocean vessels to approach Houston.

Railroads. But it is to the railroads that Houston owes its development and prosperity. Fifteen different lines now enter the city

and others are building. The railroad shops employ nearly 8,000 men, with a monthly pay roll of \$250,000.

Climate. Houston enjoys a healthy, semi-tropical climate, with a mean summer temperature of 90 degrees, tempered by constant trade winds which blow continuously from the gulf during the summer months. The average winter temperature is 60 degrees.

Houston has many handsome public and business buildings and beautiful private residences. It has, also, the finest electric railway system in the South. The surrounding country is covered with numerous forests of pine, oak and other trees indigenous to the locality, and the profusion of magnolia groves in the suburbs has given it the name of "The Magnolia City." Its proximity to the gulf coast, its delightful climate and its many social attractions, combine to make it one of the most desirable health and pleasure resorts in the South. There is a double daily fast train service between St. Louis and Houston, via the Iron Mountain Route and its connections in Texas, offering choice of two routes and a delightful ride through the Ozark Mountains and beautiful Arcadia Valley by daylight.

The principal industries of the county surrounding Houston are agriculture, truck farming, etc. In the city the manufacturing industries are cotton compresses, breweries, car wheel works and railroad shops. There are 4 large cotton seed oil mills, 4 large cotton compresses, a natatorium, a large electric light and power plant, gas works and artesian water works.

Churches. All the religious denominations are represented, there being 49 churches in the city. There are 21 public schools, not including the high school, and numerous private and denominational institutions.

Public Buildings. There are many public buildings, including the court house, the county and city jails, opera house, market building, occupying a full block, city hall and city high school.

Houston Heights. As the name indicates, Houston Heights is located

on the highest ground in the immediate vicinity of Houston, being about 22 feet higher than the mean level of the city. It is located northwest from Houston, and about one and one-half miles from the corporate limits. Electric street cars run to the Heights every few minutes from the business centre of Houston. The Heights have already elegant residences, beautiful pleasure grounds, several paying manufacturing industries, electric light plant, artesian water, a good hotel, theatre, and, in fact, everything that would make it a desirable residence location.

The Forest Park, which is located on Houston Heights Boulevard, contains about 200 acres, about half a natural forest, and has several artificial lakes, a fine natatorium supplied with artesian water, an immense dancing pavilion, base ball grounds, bicycle track, and many other like attractions. It is located about 2 miles from the centre of town, and is reached by electric cars, running every 15 minutes.

The principal picnic resort of Houston is naturally Dickinson, which, while not located in Harris County, is still deserving of mention on account of its fine grounds and amusement facilities. At Dickinson are good race tracks, a fine boating course, a fine forest ground, large dancing pavilion, and many other amusement facilities. The Texas Coast Fair is held at Dickinson each year. Dickinson is located midway between Houston and Galveston, on line of International and Great Northern Railroad, and is in the midst of the famous Texas Coast Fruit Belt.

Harrisburg has a population of 900, and is virtually a suburb of Houston. The principal industries of its inhabitants are fruit and vegetable culture. The water supply is abundant, and from artesian wells.

HUNTSVILLE, Tex.

The principal town in Walter County on the I & G. N. R. R.

Population 2,000, engaged in farming, stock raising and manufacturing. The water supply is from wells and springs. Fuel costs \$1.75 to

\$ 2 per cord, lumber, \$ 7 to \$ 8 per thousand at the mill. There is 1 Methodist, 1 Presbyterian, 1 Episcopalian, and 1 Christian church for white people, and 2 Baptist and 2 Methodist churches for colored people; 2 public schools and 3 private schools. Sam Houston State Normal Institute, State penitentiary and court house are substantial buildings.

JEFFERSON, Tex.

County seat of Marion County with a population of 3,000. It is 58 miles south of Texarkana. It has 7 churches, good schools, a cotton compress, iron works, a flour mill, a foundry, an ice factory, several sawmills, gas works, fire department, a new Federal court house and post office, a number of wholesale houses, good hotels, and a weekly newspaper. Lumber, woolen goods, iron, cotton and hides are the principal shipments.

LAREDO, Tex.

The county seat of Webb County, population 12,000, principally engaged in grape culture, fruit raising and gardening, coal mining and brick and tile manufacturing.

Laredo is the farthest south of any point of importance in the United States. The high temperature and light rainfall, make it a good climate for asthmatic sufferers. New Laredo, Mexico, opposite Laredo, is a town of 6,000. The two cities being connected by bridge and street car lines. Both cities have electric light and water works systems. Laredo is 160 miles from the Gulf, and 490 feet above the sea level.

The Mexican National Railway extends from Laredo to the City of Mexico.

The Mexican National Machine Shops, the largest west of the Mississippi River, are located at Laredo. Almost all of the ores produced in the Mexican mines that enter the United States come through this port of entry, and the coal mines located at Laredo furnish an excellent quality of cannel coal, which is shipped to the surrounding country. Brick manufacturing is largely carried on, and the output reaches from \$ 12,000,000 to \$ 15,000,000 per year.

LONGVIEW, Tex.

The county seat of Gregg County and has a population of 4,000, and is the terminus of the International & Great Northern Railroad, and the junction point of that road with the Texas & Pacific Railway. It is a thriving manufacturing centre, with 1 plow factory, 1 saw mill, 1 ice factory, 2 bottling works, 1 mattress factory, 1 broom factory, 1 steam laundry, electric light plant, 1 oil mill, 1 cotton compress, and a foundry and machine shops. The Court House of Gregg County, located here, is a commodious and substantial brick structure.

MARSHALL, Tex.

The county seat of Harrison County, is 74 miles southwest of Texarkana, and 40 miles west of Shreveport, La., and has 7,207 inhabitants. The public school system of the city is conducted according to the most approved modern methods, and the schools are a credit to any city. Marshall is lighted by electricity, has a good system of waterworks, a well-equipped fire department, a street railway, a handsome court house, an opera house, telephone service, two national banks, a cotton gin factory, car wheel works, foundry, cotton compress, plow works, saw and planing mills, ice factory and the railway shops of the Texas & Pacific Railway. There are two daily and two weekly newspapers, and a daily hack line to Carthage, 30 miles distant. Nearly all Christian denominations are represented, and most of the congregations have handsome places of worship.

MINEOLA, Tex.

A flourishing town, situated at the junction of the Texas & Pacific, International & Great Northern, and Missouri, Kansas & Texas Railways, having a population of 2,071. It contains a bank, 5 or 6 churches, a high school, a number of substantial business blocks, a cannery, a weekly newspaper, a furniture factory, and several good hotels.

PALESTINE, Tex.

In Anderson County population 11,290, principally engaged in farming,

fruit raising, stock breeding and manufacturing. The general offices and shops of the International & Great Northern Railroad, employing 300 men, are located here; also foundry and machine shops, ice factory, water works, two saw mills cotton compress, oil mill, and many smaller manufacturing establishments. Both Methodist and Baptist denominations have churches for white and colored congregations, and the Presbyterian, Christian, Episcopal, Catholic and Congregational denominations have churches for the white population. There are 2 public schools, 1 private and 1 Catholic school. Substantial county court house and opera house. The town has many handsome residences and well built business blocks.

PARIS, Tex.

Paris is estimated to have at this time a population of about 12,000, the place having grown rapidly since the last census was taken. There are invested in various local enterprises about \$ 2,000,000, some of the establishments being: 2 large planing mills, a cotton seed oil mill, cotton gin, a cotton compress, 3 foundries, 1 chair factory, 3 marble works, candy factory, 2 ice factories, a gas and electric plant, etc. The manufactured products are valued at \$ 1,500,000 and the commercial transactions are estimated at \$ 6,500,000. The crops of the county, handled in Paris, are estimated to amount to 30,000 bales of cotton, 31,000 pounds of wool, 250,000 pounds of hides, 521,000 bushels of corn, 115,000 bushels of wheat, 45,000 tons of cotton seed, etc. The local bank capital amounts to \$ 650,000. The city has a very perfect system of public schools and higher colleges, and a scholastic population of 2,696. The altitude above sea level is 588 feet.

SAN ANTONIO, Tex.

Population 60,000, is located in and is the county seat of Bexar County, in the southern part of Texas, and in the centre of what is known as the "health belt." It is in about the same latitude as Galveston,

New Orleans and Jacksonville, Fla., and is farther south than any city of its size in the United States. As a commercial centre it has but one rival of importance (Austin, the State Capital, 80 miles distant) within a radius of 200 miles and it controls the trade of a vast and productive territory, much of which is still undeveloped, but gives undoubted promise of future greatness and prosperity. As the junction of the main lines of the International & Great Northern, the Southern Pacific, and the San Antonio & Arkansas Pass Railways, it is abundantly supplied with transportation facilities.

San Antonio is beautifully and regularly laid out, with broad, well-paved streets and avenues, concrete walks, and numerous public gardens and plazas. The plazas, indeed, are the distinguishing feature of the city, for though characteristic of the towns of Latin America, there is no other city of the Union where there are so many of these breathing places, or such charming ones as are to be found in the Mission City.

The prominent plazas of San Antonio are the Alamo Plaza, the Main Plaza and the Military Plaza, as these are in the business heart of the city, and around them are collected the greater portion of the retail establishments, the hotels, the city and government buildings and other commercial institutions.

The Alamo Plaza is an outgrowth of the ancient square of the Mission of the Alamo, the old church standing on the northeast corner. Around the plaza, and fronting on it, are the Menger Hotel, the Opera House and Club, and the Post Office and United States Court House. The centre of the square has been converted into a beautiful garden with fountains, banks and beds of flowers which are in bloom the year round, and clumps of symmetrical semi-tropical trees, conspicuous among which are the graceful umbrella or China-berry trees, with their rich, dark green crowns of dense foliage. These trees grow with more luxuriance here in San Antonio than anywhere else, and their exceeding grace and beauty attract the attention and admiration

of every one. The Alamo Plaza was the scene of Santa Anna's bloody assault upon the devoted followers of Travis and Crockett in the fight and massacre of 1836.

The Main Plaza, or Plaza de las Yslas, is west of the Alamo Plaza and connected with it by Commerce and North Alamo streets. This was the former square of the pueblo of San Fernando, and the old parish church, now modernized and converted into a cathedral, still stands on its western edge. On the south side is the magnificent new County Court House, and business houses occupy the two other fronts. The central area, like that of the Alamo, is laid out as a handsome park and pleasure ground.

The Military Plaza—La Plaza de Armas, as the founders of the city christened it—is one block west of the Main Plaza, and was, prior to the erection of the New City Hall, which now occupies its centre, the rendezvous and stamping ground of the Mexican contingent of the population. It was on this square that the midnight suppers of Chili con carne, hot tamales and tortillas were spread, and the beautiful tamale queen reigned supreme over her hungry nocturnal subjects.

In addition to these more prominent and, historically, more interesting plazas, there are numerous others scattered through the city, giving a most agreeable variety, to what would otherwise be the stereotyped block after block of built-up squares of the average town.

The beauty and magnificence of the business houses, churches and public edifices of San Antonio, are a source of congratulation to her citizens and a subject of surprise and admiration to her guests.

The public institutions of the city are unique and attractive in design, imposing in appearance, and reflect great credit, both on their architects and on the city. Especially is this true of the new Federal Building, containing the Post Office and the United States Court.

On the western side of the plaza are the Opera House and the San Antonio Club. The latter is a hand-

some building of brick, and is luxuriantly furnished and fitted up.

In addition to the San Antonio Club there are many other similar and social organizations, including the San Antonio Rifles, inaugurated by a company of volunteers bearing that name; the Casino—an old established German Association; the Turners, the Harmony Club—an organization of prominent Hebrews, and various literary and singing societies. The Young Men's Christian Association also has pleasant rooms at the corner of Alamo and Commerce streets, with gymnasium and reading room, to which everyone is welcome.

The hotel accommodations of the city, while not as extensive and luxurious as might be desired by some, are, nevertheless, ample and comfortable.

The suburban plats known as West End, Alamo Heights, Lake View, East End, Beacon Hill and Southern Heights, are all easily accessible by electric street car lines, and possess all the conveniences of gas, water and electricity.

The location of Post Sam Houston is a rolling plateau, about one mile north of and overlooking the city. It is reached by the green cars starting from the end of East Commerce Street, near the Alamo Plaza. The reservation covers 162 acres. The buildings are tastefully designed, and are built around a quadrangular plaza, 624 feet square, in the centre of which is a handsome clock tower, 88 feet high, from the summit of which can be had a fine view of the city and its environs. At the Post are stationed a Brigadier General, commanding the department, and his personal and departmental staffs, 4 troops of cavalry, 2 batteries of light artillery, and 6 companies of infantry.

Agent of the North German Lloyd:
C. Griesenbedt, San Antonio, Tex.

SHERMAN, Tex.

County seat of Grayson County with a population of 7,000. Its railway facilities are excellent, consisting of the Texas & Pacific Railway, the

St. Louis Southwestern, the Houston & Texas Central Railway and Missouri, Kansas & Texas Railway. Nearly every Christian sect is represented in Sherman. Its public school system is conducted on the most approved modern methods. In addition to the public schools there are a number of colleges and private schools. The city has an extensive system of electric lights, water works, street car lines, an opera house, 2 banks, a commodious and handsome court house, and numerous fine business blocks and private residences. The industrial enterprises consist of a cotton seed oil mill, cotton gin, 3 patent roller flouring mills, an ice factory, seamless bag factory, 2 foundries, a cotton compress, the largest iron works in North Texas, marble works, planing mill, brick yards, furniture factories, and cigar, soap, mattress, broom, candy and carriage factories. There are 2 daily and 3 weekly newspapers. The principal shipments are cotton, grain, live stock, flour, cotton seed oil, hides, etc.

SULPHUR SPRINGS. Tex.

County seat of Hopkins County was settled in 1850, and is a prosperous little city of 5,000 inhabitants. In the city and vicinity are a number of sulphur springs and alum springs, which make the locality a famous local health resort. In 1868 it became the county seat. There are now in the city 2 National banks, a magnificent granite and sandstone court house, a good system of water works, a number of elegant places of worship, many brick business houses, 2 good hotels and good newspapers. In the several industrial lines the city has 2 saw mills, an ice plant, a bottling factory, a 50-ton cotton oil mill, a fine large cotton compress, 2 small furniture factories, a large cotton gin, a planing mill, a sash, blind and door factory and a foundry. The mercantile lines are well represented, there being probably over 100 establishments. The public school system of the city is commensurate with the times, and the schools are main-

tained nine months in the year. Eastman College is a famous educational institution. The principal exports of Sulphur Springs are cotton, lumber, furniture, ice, hides, wool, cotton seed oil, mineral and soda waters, and fresh fruits and commercial garden truck.

TAYLOR, Tex.

Population 6,500. This point is the junction of the International & Great Northern Railroad with the Missouri, Kansas & Texas Railway. The water supply is abundant, and obtained from surface and artesian wells and springs. The Presbyterian, Baptist, Methodist, Episcopal, Catholic and Lutheran denominations all have church buildings. There is one large city public school. Taylor has the finest railway station, that of the International & Great Northern Railroad, in this section of Texas. It has water works, an excellent fire department, and many large mercantile houses. It is the principal business point of a large section of country, and enjoys a most excellent business prosperity.

TERRELL, Tex.

The largest town in Kaufman county, is situated on the Texas & Pacific Railway, 32 miles east of Dallas. It has seven churches, a high school, several graded schools, an opera hall, two banks, electric light plant, water works, an ice factory, a cotton compress, a flouring mill, 2 nurseries, a foundry, cotton gin, and 2 weekly newspapers. The North Texas Hospital for the Insane, a stately institution, is located here. The commercial business of Terrell consists of the handling of cotton, grain, flour, live stock, hides, wool, fruits, etc.

TEXARKANA, Tex. and Ark.

Situated on both sides of the boundary line between Arkansas and Texas, with a fine post office building erected on the State line to be used jointly by the post offices in both Texas and Arkansas, is a stirring

incorporated dual city of about 14,000 inhabitants. It has two separate municipal organizations, State Line Avenue, dividing Texarkana, Ark., from Texarkana, Texas. The population is about evenly divided between the two parts of the town. It is the eastern gateway to Texas, the eastern terminus of the Texas & Pacific Railway, the southern terminus of the St. Louis, Iron Mountain & Southern Railway and the point of entry into Texas of the Cotton Belt or St. Louis Southwestern Railway. It is a well-built little city with all modern conveniences common to even larger places. It has a fine water works system, electric light plant, telephone lines, some 5 miles of street railway lines, gas works, 4 daily and weekly newspapers, a large ice factory, a cotton compress, and cotton oil mill of very large capacity. There are 2 fire companies and fire alarm system. Part of the town has a good sewer system. Each part of the city has a fine two-story brick school house and good hotels. The Government building and the railway depot are very handsome structures. All lines of business are well represented, but the predominant interest is the manufacture of lumber, ties, shingles, furniture and other goods made from wood, which is very abundant and within easy reach of Texarkana. There are also 2 large foundries and a general machine shop, engaged in the manufacture of cane mills and other agricultural machinery, boilers, etc. Potter's clay is abundant close to the city, and a large pottery situated there does a good business.

TYLER, Tex.

This is a well built and compact little city, situated in the geographical centre of Smith County. It has all the conveniences and social advantages common to places of much larger population. The census gives it 6,908 inhabitants. Since then the increase in population has been rapid, and it may be safely estimated that Tyler has from 10,000 to 11,000 residents within its limits. It is situated on high, rolling, well drained ground, and contains an exceptionally

large number of attractive residence and business buildings. The business part is substantially built, the prevailing material used in construction being brick. The residence part contains many attractive flower gardens, the soil and climate being perfectly adapted to the successful cultivation of most of the more delicate and highly ornamental plants. Hence it is a pleasant abiding place for travelers and tourists.

The city, which is the county seat, was named in honor of President Tyler, under whose administration Texas was admitted into the Union. It has two commodious public school buildings for white children, and the East Texas University, a school of high standing, under able management. Ample educational facilities have been provided for colored children. Among the public and semipublic buildings are some 6 or 7 fine brick churches, the general hospital of the St. Louis Southwestern Railway Cotton Belt Route, the county court house, jail, city hall, Government buildings, three large brick hotels, three national bank buildings, and numerous modern business blocks. The city has free mail delivery, an excellent system of waterworks, a fire department, good sewerage, an electric light plant, street car lines, and a telephone system.

Tyler is situated on the main line of the St. Louis Southwestern or Cotton Belt Route and is 128 miles southwest of Texarkana. The Tyler Southeastern Railway, a branch of the Cotton Belt Route, diverges here and extends to Lufkin in Angelina County, a distance of 90 miles, where it connects with the Houston, East & West Texas Railway. The Mineola branch of the International & Great Northern Railway crosses the Cotton Belt Route at Tyler, at which place the general offices of the Cotton Belt (Texas lines) are situated. An annual fruit fair is held at Tyler in the month of July in each year.

WACO, Tex.

Population in 1896, 14,440; at present, about 20,000. This beau-

tiful and progressive city is situated within 4 miles of the geographical centre of the State. Its altitude is 720 feet above the level of the sea. Its site was originally selected by the Waco Indians who had quite a well populated village here, until they were defeated in a battle with the Cherokees (1830), who almost exterminated the tribe and utterly destroyed the settlement. From this circumstance the city derives its name.

Waco enjoys most excellent railway facilities. The several trunk lines passing through or entering the city are the St. Louis Southwestern (or Cotton Belt), the Missouri, Kansas & Texas, the Houston & Texas Central, the Texas Central, and the West Point branch of the San Antonio & Aransas Pass Railway, which has its terminus in this city.

There are two complete systems of water works—one company, The Waco Water and Power Company, maintains a reservoir of 6,000,000 gallons capacity, from which mains traverse the city; the other is the artesian system, or Bell Water Company. The source of supply is the wonderful series of artesian wells, whose initial pressure lifts the water into great standpipes, 90 feet high, situated on a hill 80 feet above the public square. Mains and cross-pipes lead the water to all parts of the city. Several natatoriums and sanitaria have been erected in Waco for the purpose of utilizing these waters.

Waco enjoys the conveniences of the largest American cities. The streets, broad and straight, run at right angles, and in the residence portion are lined with beautiful shade trees and handsome residences. It has churches of all the leading religious denominations, seven banks, a street railway system, and an electric light system.

There is a fine government building for the use of the Post Office and the Federal courts, a City Hall, and many elegant business structures. The city was founded in 1849 and incorporated in 1856. It is divided by the Brazos River, which is spanned by a suspension bridge, 475 feet long. The mercantile establishments of Waco run into the hundreds. Of

manufacturing enterprises there are some sixty or seventy, and of newspapers there are two dailies, one weekly and one monthly.

Waco possesses excellent educational facilities. *The Baylor University* is a well known institution for the study of music, theology, oratory and commerce. The *Waco Female College* is popular and prosperous. There is also a large school under the auspices of the Roman Catholic Church, managed by the Sisters of St. Mary.

Waco is the largest interior cotton market in Texas, and probably in the South. Over 40,000 bales were hauled into the city by wagon, and about 800,000 received by rail from small towns having no compresses.

WEATHERFORD, Tex.

County seat of Parker County, has 4,000 inhabitants, and is the point of junction of the several railways traversing the county. It is admirably situated in the midst of a rich and fertile farming district, and is 1,000 feet above sea level. The city has 3 national banks, 9 churches, 3 colleges, good public and private schools, an opera house, an elegant court house, a street railway, a cotton gin, 2 cotton compresses, a planing mill, bottling and pottery works, fine stone business blocks, and three weekly newspapers. The principal traffic of the city consists of the handling of cotton, grain, flour, castor oil, coal, live stock, hides, wool, garden truck and fruits.

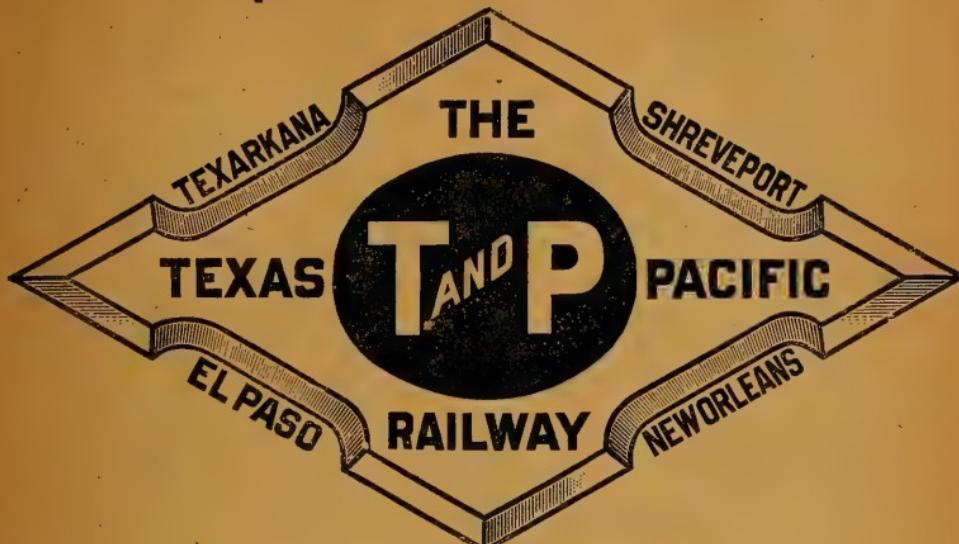
WICHITA FALLS, Tex.

On the Texas, Pan Handle Route; 114 miles from Fort Worth, has a population of 3,500.

The seat of Wichita county, known as the "banner wheat county of Texas", which is said to contain fully 90 per cent, of the best agricultural lands in the State.

There are large roller flouring mills, cotton gin, fine churches and expensive school building, Board of Trade building, water-works, railroad machine shops, stock yards, electric light.

4 Important Gateways.



"No trouble to answer questions."

The great thoroughfare to and from

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Write for a descriptive book of "TEXAS".

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E. P. Turner

General Passenger Agent.

Dallas, Texas.

From Dallas to El Paso.

A few brief statements about the present prosperity and prospective promise of that vast wealth producing section of the country along the Texas and Pacific Railway, between Dallas and El Paso, will, no doubt, be appreciated. To begin, attention must be called to the two important commercial, manufacturing and railway centers, Dallas and Fort Worth. No other cities of same size, in any country, can show public buildings, business houses, hotels and residences, equal in style, size and elegance. In this respect, Dallas and Fort Worth stand proudly at the head of the list. The court houses, post offices, city halls, bank buildings, wholesale and retail buildings, churches, colleges, and public schools, hotels and splendidly designed residences of these two cities reflect great credit upon the inhabitants thereof.

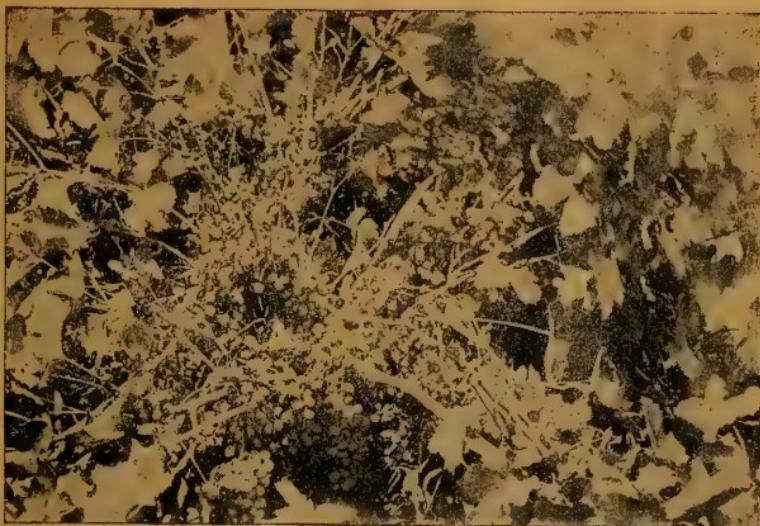
They are models of superior architectural beauty, and monuments of modern civilization. In addition to the picturesque architecture so conspicuous in these two cities, they are great commercial emporiums and manufacturing centers, with railway facilities unsurpassed.



New Union Depot, East Dallas, Tex.

Westward, beginning at Weatherford and ending at Cisco, each a prosperous town on the Texas Pacific, lies the Mineral Mountain

Range, divided and subdivided by valleys of rich and fertile fruit and farming lands.



Muscat Raisin Grapes, Midland, Tex.

These mountains treasure within their bosom inexhaustible mines of coal great reservoirs of gas, and lakes of oil, as well as many other wealth producing resources, too numerous to enumerate here. At Thurber and Strawn can be seen a slight demonstration of the possibilities of this rough and rugged chain of mountains.



French Prune Orchard, Midland, Tex.

Thurber is now a city of 3,500 people, supported entirely by the coal mining industry. Strawn's prosperity is also due to the same source, and with systematic effort, accompanied by skill and energy, industrial cities of 10,000 or more people can be built within five years. At Gordon, several bold flowing wells of gas await the coming of genius, that it may do economic service, and exercise the energy of its force. To the northwest of this, springs of oil ooze slowly from the mountain side, merely manifesting to human kind that, down beneath these undulating surfaces, bountiful stores of oil await the explorer's piercing drill. Still farther westwards, comes Eastland, Cisco and Baird, all good towns, underlaid with thick stratas of coal, and surrounded by valleys of rich lands. Then comes beautiful Abilene, the queenly belle of the prairies, a city of 5,000 population, whose citizens are intelligent, prosperous and enterprising. Abilene is the county seat of a very rich agricultural country, and is the shipping point for a number of counties lying north and south of the Texas and Pacific Railway. Her educational advantages are excellent. The next county seat is Sweetwater.



Apple Orchard, Midland, Tex.

This name is very suggestive. It denotes that the water of the whole "Sweetwater county", which comprises about a dozen counties, is good, wholesome water, pleasant to the taste; it does not mean that the water has a saccharine taste, but its name is to indicate that the water flowing from the myriads of springs which feed Sweetwater Creek is free from taste of mineral substances. Probably no city in

the State is so favorably situated, and so fortunately blessed by beneficent conditions to-day as is Sweetwater, a town of only 800 people. It is situated on the main line of the Texas and Pacific Railway, and the new railroad, "the Colorado Valley", is being built through the city, north and south, giving direct short line to the Gulf of Mexico and to the northern markets. The general offices and railway shops of this road are to be built here. Two hundred graders and a large force of track layers are now building this road. The largest and best equipped canaigre tanning plant in the South has just been located here, and though not entirely equipped, it is turning out 500 tanned hides per week.

A sixty-foot stratum of salt has been found at a depth of 200 feet. The country adjacent is very rich, and phenomenal prosperity is assured for the new year. Farther westward is Colorado City, the county seat of Mitchell County, and situated near the center. This county consists of undulating prairies, traversed by numerous water courses, with broad and beautiful valleys. As a stock farming county, Mitchell county has few equals in this country. The Texas and the Lone Star Salt Companies works are located in this city. Then follow Big Springs, Marienfeld, Midland and Odessa, all thriving cattle



Pear Orchard, Midland, Tex.

centers. These cities are exceptionally prosperous, and they are composed of greater percentage of wealthy people than any other cities on the line. They are surrounded by a rich country.

At Pecos City, the most peculiar, as well as the greatest natural advantages are present, but unde veloped. A vast section of level rich land, with crystal pure and sparkling water gushing swiftly through the pipes of forty artesian wells, and raising itself, through pipes, thirty feet above the level, a sight worth seeing, a wonder worth contemplating, an opportunity to enlist the attention of the promotive genius. From the depot at this place the Davis and other mountains fifty to eighty miles away can be seen. These mountains are rich in both gold and silver ore, but are yet unexplored. The imaginary line between Uncle Sam and Mexico has, by the aid of Mexico's historic data easily passed the prospector.



Celery Farm, Pecos Valley.

Last, but not least, the city of El Paso comes up for its share of praise; it has within its grasp the greatest opportunities, the grandest glories, and most phenomenal achievements offered any city in America. It is destined to be the home of the millionaire miner, the cattle baron, the merchant prince, the promoter; proud and buoyant, the sportsman, the health-seeker, and last, but not least



Chair Cars.



Hay-Making, Near Baird, Tex.

potent, the seat of learning of the great Southwest. The citizens of El Paso contemplate holding an International Frontier Fiesta in 1898. It should be a repository of the products of the United States and the Republic of Mexico. It can be made the most unique and entertaining exhibition attempted during the century.



U T A H.

James Bridger, a trapper on Bear River, discovered Salt Lake in 1825. Some exploration parties reached the Lake and, in 1842, caravans of emigrants began to move across Utah on their way to California.

In the spring of 1847, after their expulsion from Nauvoo, 1200 Mormons lay in camps in Iowa, and Brigham Young and 142 picked men marched westward to find a new home for their people beyond the United States. July 4th, 1847, the first immigration of 1650 persons started westward from Council Bluffs. Year after year brought its new convoys of religious enthusiasts, until a powerful community had risen in this new Holy Land, with Utah Lake for its sweet Gensaret and the River Jordan flowing thence to the Dead Sea of the Great Salt Lake. Utah came to the Republic with the great cession made by Mexico in 1848, and in 1850 was formed into a Territory, including, besides, its present area, part of Nevada, Colorado and Wyoming. In 1857 the Federal officials left Utah in fear of their lives; and the Territory was regarded as in insurrection.

The Mormons have increased with great rapidity. They are devoted to a rural life, with many scattered villages, self supporting and exporting nothing. Much trade in the Territory is carried on by Zion's Co-operative Merchantile Institution.

Utah became a State in 1896.

Its population in 1890 was 207,905 and its area 84,970 square miles. Utah is an Indian word, meaning "A

home on a mountain top". The Mormons called their State "Deseret", which means the "Honey Bee".

Utah is also called the Inter-Mountain Territory.

AMERICAN FORK, Utah.

Pop., 4,400; from Lehi, three miles. Is called the "gem" of the Mormon towns. It has all the characteristics of the most attractive Mormon settlements-fruit orchards, broad streets bordered by rippling brooks, cozy homes, and apparently a happy and contented people. The town is situated on Deer creek, a rushing stream, which comes down the American Fork cañon. From here by carriage up the cañon. We pass "Lion Rock", "Telescope Peak" with the "Devil's Eye". About three miles from the south of American Fork cañon is "Hanging Rock".

LOGAN, Utah.

The seat of Cache County, situated on the east side of Cache Valley close to the mountains, just below the mouth of Logan Cañon. It has a population of 6,000.

The city contains two flourishing mills, a woolen-mill, the railroad machine and repair shops of a division, one bank, a brewery, a branch of the Z. C. M. I., besides a variety of stores and shops and small manufacturing establishments.

The new tabernacle is of cut stone and seats 2,500 people.

OGDEN, Utah.

Population 18,000, the seat of Weber County on the Ogden river.

The U. P. Depot is one mile west of the city. The city is situated at the western base of the Wahsatch mountains.

Ogden cañon is one of the attrac-

tions in this vicinity. The scenery is grand and interesting. In places the granite walls rise on each side 1,500 feet, and for a considerable distance not more than 150 feet apart.



WEBER CANON, UTAH.



ECHO CANON, UTAH.



AMES MONUMENT.



1000 MILES TREE.

PROVO, Utah.

Pop., 6,000; from Salt Lake City, 45 miles; elevation, 4,517 feet. Is the seat of Utah county. Was settled

in 1849, and is an incorporated city, with all the requisit municipal officers. It is situated just below the mouth of Provo cañon on the east bank of Utah lake.

SALT LAKE CITY, Utah.

The capital of the State of Utah, built upon the site of the first settlement in Utah, one of the historic and one of the most beautiful cities of the United States. Its population 65,000.

Salt Lake is about midway between San Francisco and Denver, and is beautifully situated. The majestic peaks of the Wahsatch rise above its head, and the lovely and fertile valley of the Great Salt Lake flows away in vernal billows from its feet. As a commercial and railroad point, Salt Lake has no competitor in the inter-mountain country. Indeed, it may be said in every sense to be the center of that great region. It is the headquarters of many great mining companies, and is the location of some of the largest smelters and mineral mills in the West. From it is distributed the products of the farmer and manufacturer, and its wholesale houses send their goods for hundreds of miles in every direction. It is and will always be, the chief city between Denver and San Francisco.

Among the many attractions which invite the tourist on every side in Salt Lake may be mentioned *Beck's Hot Springs*.

These springs are in the northern part of the city, about three miles from the business center, on the western point of the mountain range. The waters are used both internally.

The Warm Sulphur Springs are situated about one mile from the business center of the city and can be easily reached by street cars. This spring flows in a bold stream from beneath a perpendicular rock and has a temperature of about 128 degrees Fahr. It is necessary to temper this boiling flood with cold water before it can be used for bathing purposes.

Agents of the North German Lloyd:

I. A. Benton, Salt Lake City, Utah.

H. M. Clay, C. P. & T. A. U. P. System, Salt Lake City, Utah.

L. J. Kyes, C. P. & T. A., Ore Short Line, Salt Lake City Utah.

UTAH LAKE. Utah.

Is a body of fresh water, 30 miles long and six miles wide; is fed by Provo river, American Fork, Spanish Fork, Hobble, Salt and Peteetweet creeks, having its outlet through Jordan river, which runs north and empties into Great Salt lake.

V E R M O N T.

The name of the State is derived from the old French "Verts Monts" or "Green Mountains". Popularly it is called "The Green Mountain State" in allusion to its chief geographical feature, beautiful in scenic effect, and rich in its inexhaustible treasures of marble and granite.

BELLOWS FALLS, Vt.

Amid grand mountains-scenery at the white and impetuous falls of the Connecticut, a well-known railroad centre and summer resort, with a population of 3,092 in 1890. The Falls are a series of rapids in the Connecticut, extending about a mile along the base of a high and precipitous hill, known as Mt. Kilburn, which skirts the river on the New Hampshire side. In the immediate neighborhood are the Abenakis Springs, highly tonic and possessing medicinal properties.

BURLINGTON, Vt.

Burlington is nationally known as the Queen city of Vermont. Built upon a hill which rises gradually from the shores of Lake Champlain and holds a wide view of water and landscape, its location is a commanding one. On the crest of the hill overlooking the city stands the University of Vermont.

The glory of Burlington is the splendor of its landscape.

To be reached by the West Shore R. R.

MONTPELIER, Vt.

The Capital of the State on the Winooski River, in a narrow valley surrounded by hills, 10 mls. of the centre of Vermont, 4,160 inh. It has handsome Federal and State buildings, the most prominent of which is the *State Capitol*. The picturesque *Benjamin Falls* are within a mile of Montpelier.

Railroad: Central Vermont R. R.

RUTLAND, Vt.

A prosperous town of 11,760 inh., 166 mls. from Boston, and 68 from Burlington picturesquely situated in the Otter Creek Valley. Fine public and commercial buildings, including the State Workhouse and the *House Scale Works*, numerous quarries and marble-works in its vicinity now organized into one corporation, the largest in the world of its kind, and which controls the price of marble throughout the United States. It is a popular summer-resort from which pleasant excursions may be made.

Railroad: Central Vermont R. R.

ST. ALBANS, Vt.

A pretty village upon an elevated plateau, 3 mls. from Lake Champlain, 121 mls. from White River Junction, a population of about 7,500. The extensive shops of the Central Vermont R. R. are located here, and the village is noted as the market place of the great butter and cheese business of Franklin Co.

Railroad: Central Vermont.

VIRGINIA.

The enormous portion of America between Cape Fear and Halifax originally bore the name Virginia. In 1606 King James I. divided this empire into three districts. In 1619 a Dutch vessel brought the first negro slaves to Virginia. In 1634 Virginia became a Crown Colony, and remained such for nearly 150 years. Although her commerce with Britain exceeded that of any other colony, Virginia took a leading part in inaugurating the Revolution, and the Declaration of Independence was proposed in Congress by her deputies after the Revolution Virginia ceded to the United States, Kentucky and the vast domain northwest of the Ohio.

Early in 1861 the people of Virginia refused to secede from the Union. It was only when Lincoln called for troops, that the majority was changed, and Virginia decided to cast her lot with the Southern States, though she knew that her soil would be the battle field.

In 1890 Virginia had a population of 1,655,980, of which 540,850 are colored. Its area is 42,450 square miles.

Virginia has several pet names. The title, Old Dominion, refers to the loyalty of Virginia to the Stuart dynasty. The State is also called The Mother of Presidents, because four out of the first five Presidents of the Republic were natives of her soil. Each of these served for two terms. The first Harrison, Tyler and Taylor were also born in Virginia.

HAMPTON, Va.

82 mls. south-east of Richmond and 2 mls. from Fort Monroe, near the mouth of the James river, is

reached by the Chesapeake & Ohio R. R. in about 3 hours. It is a handsome village of 2513 inh.; and remarkable as seat of some public institution of note. It is the seat of the Southern branch of the *National Home for Disabedl Volunteer Soldiers*.

LYNCHBURG, Va.

173 mls. from Washington D. C., a city of about 20,000 inh., deriving its importance from the lines of railway which center here, and the extent and character of its manufactures, and especially from its large trade in tobacco, which is the chief article of export.

Agents of the North German Lloyd:
Henry Brandt, 116 Church St.,
Norfolk Va.

Wm. Lamb & Co., 36 Main St.,
Norfolk Va.

NORFOLK, Va.

Reached by steamer down James River, running a distance of 116 mls. from Richmond, or by rail.

It has some 37,000 inhabitants and is, after Richmond, the most populous city in Virginia.

Agents of the North German Lloyd:
Henry Brandt, 116 Church St.,
Norfolk Va.

Wm. Lamb & Co., 36 Main St.,
Norfolk Va.

PETERSBURG, Va.

The third city in Virginia in population (about 26,000), is a port of entry situated at the head of navigation on the Appomattox River,

distant by railway from Richmond 22 miles, from Fredericksburg 82 miles, from Washington City 152 mls. Its trade is large, the handling of tobacco and cotton, with wheat, corn, and general country produce, being the chief business.

PORPSMOUTH, Va.

A busy city of about 15,000 inh., directly opposite Norfolk, and connected by ferry. Its harbor is one of the best on the Atlantic coast, and is accessible by the largest vessels. At Gosport, the south extremity of the city, is a United States Navy Yard, which contains a Dry Dock constructed of granite. In its vicinity is the *United States Naval Hospital*, a spacious brick edifice on the bank of the Elizabeth river, with accomodations for 600 patients.

The Seabord and Roanske Railway comes in at Portsmouth from Weldon, N. C., 79 mls. distant, where connection is made with through routes to the South.

Virginia Beach below Cape Henry is a very popular sea-beathing place, surrounded by forests, on the Atlantic coast. It is quickly reached by rail from Norfolk.

RICHMOND, Va.

The capital of the "Old Dominion," as Virginia is familiarly called. Though Richmond is not a great

capital, it is, nevertheless, flourishing and interesting city, and now probably contains nearly 90,000 inhabitants, two-thirds of this number being white, and the rest black.

The Capitol, the City Hall, the Penitentiary, the Custom House, are note-worthy edifices.

The *Rapids or Falls of James River*, which extend 6 miles above the city, and have a descent of 80 feet, afford valuable water power.

The commerce is large, the chief articles of export being tobacco, cigarettes, wheat and flour. The manufactures include iron-works, machine-shops, foundries, sugar-refineries, cigar-factories, coach and wagon factories, furniture, sheetings, and shirtings, and stoneware.

Railroads: Chesapeake and Ohio; R. & D.

Agents of the North German Lloyd: *Herm Schmidt*, 500 Eest Broad St., Richmond Va.

And Welsh, Richmond, Adams Ex Co., Va.

WYTHEVILLE, Va.

One of the most popular summer resorts in south-western Virginia 80 mls. from Roanske and 70 mls. from Bristol, Tenn., on the Norfolk and Western R. R.

Nestled in a fertile and highly-cultivated valley which affords a charming scene of rural prospeity is this quaint Virginian town.

WASHINGTON.

Washington is the most northwestern State of the Union, facing the Pacific Ocean on the west and British Columbia on the north. It has an area of 69,994 square miles, of which 66,880 square miles, or 42,803,200 acres, are land. It is about once and a half the size of Pennsylvania, and resembles that State in so many respects that it is sometimes called the Pennsylvania of the Northwest. It has important mines of coal and iron, large areas of valuable timber, and extensive districts of rich farming lands. It has also the advantage of important harbors on the Pacific Ocean and of the great inland sea, Puget Sound, which is one immense harbor and stretches into the interior of the State for a distance of about 100 miles. The population of Washington is now about 450,000. The largest cities are Tacoma and Seattle on Puget Sound, population over 55,000 each, and Spokane in Eastern Washington, population 30,000.

The climate of Washington is mild and agreeable, and is different from that of any Eastern State. West of the Cascade Mountains there is a heavy rainfall from November to April, with very little snow, and not enough cold air to kill vegetation. In the summer there is but little rain and the atmosphere is cool and agreeable. East of the Cascade Mountains the rain-fall is comparatively light; the winters are colder, though not severe, and the summers are long and dry. A large portion of the State of Washington is covered

with forest and a considerable part of it is mountainous, not fit to be brought under cultivation. About one-fifth of the total area may be classed as agricultural land. The largest areas suited to farming are in Eastern Washington, and are comprised in the rolling plains of the Palouse country, south of Spokane, and the Big Bend country, west of Spokane. In these districts wheat-raising is the chief Industry. The rain-fall is sufficient for all crops and the yield of small grains is remarkably large when compared with the averages in the Eastern States. All the fruits and berries of the temperate zone grow throughout this region, and peaches grow with marked success on the warm bottom-lands along the Snake and other rivers.

Another important agricultural district is that of the valley of the Yakima, in Central Washington, extending from the Cascade Mountains to the Columbia River. Here irrigation is practiced on a large scale by means of long main-line canals, with branches and laterals. This valley in climate is almost as warm as Californian valleys, and where the lands are irrigated they produce surprising results in crops of alfalfa, hops, small grains, and in the rapid development of fruit trees and their regular bearing. The market fruits of the region are apples, peaches, apricots, prunes, plums, cherries, strawberries, raspberries, gooseberries, and melons. Fruit culture is constantly extending; with the

future of not only supplying the home markets of Washington, but of shipping to markets as far east as St. Paul, Minneapolis, Duluth, and Chicago.

Still other valuable farming regions abound in Western Washington in the valleys and adjoining uplands of the streams flowing into Puget Sound, into the Pacific Ocean, and into the Columbia River. Farms in these valleys have been cleared of the primeval forests. When cleared the land is excellent for general farming, for fruit culture, hop-raising, forage corps, and for dairying.

ABERDEEN, Wash.

N. P. R. Including South Aberdeen, population 3,000, stands at the head of Gray's Harbor Bay, and at the mouths of the Chehalis and Wishkah rivers. The leading business interest is lumbering. There are four saw and shingle mills with a capacity of 600,000 feet per day. Salmon packing is carried on to a considerable extent. A large foundry and machine shop, with every appliance for mill or steamer work, employs a large force of men. In addition Aberdeen has over seventy stores and other business houses, a large ship-yard, three salmon canneries, three newspapers, \$ 25,000 school buildings, churches, good opera house, seating capacity 500, electric light plant, water-works system, a board of trade, good hotels, one bank, etc. Principal shipments: lumber and salmon.

AINSLIE, Wash.

N. P. R. L. S. D. Population 525; two hotels, hall, school furniture factory, large saw mill, and electric lights. Good fishing and hunting.

ALMOTA, Wash.

O. R. & N. System. Population 200, is on the Snake River. It has one hotel, one store, one school building, one church. Products: wheat, oats, barley and flax. Wheat is the principal shipment. Fish: trout and salmon.

ANACORTES, Wash.

N. P. R. L. S. D. On tidewater

called Ship Harbor, population 1,500 has two saw mills, shingle mill, two banks, six general merchandise stores, three hotels, schools, churches, newspaper, water-works, etc. Surrounding country good farming land, but generally heavily timbered. Products: oats, potatoes, and fruit. Game: deer, ducks, geese, etc.

AUBURN, Wash.

N. P. R. L. S. D. Population 750, has about fifty business enterprises, besides a large saw mill, two shingle mills, etc. It also has two churches, a graded school, bank, newspaper, carriage factory, etc. Situated midway between Tacoma and Seattle, in the midst of a fine agricultural and lumber district. Auburn offers exceptional advantages to either the merchant or farmer.

BALLARD, Wash.

N. P. R. L. S. D. Population 2,500, is situated on Salmon Bay, with a deepwater outlet to Puget Sound; has electric railway connecting with Seattle, three miles distant, eight churches, two public halls, electric lights, foundry and machine shop, boiler shop, eight shingle mills and four lumber mills, stores, bank, two schools, two ship yards, etc.

BELMONT, Wash.

U. M. R. Palouse & Lewiston Branch. Whitman county, population 50, has one general store, a blacksmith shop, hotel, school, livery stable, and three grain elevators. The lands adjacent to Belmont are well adapted to the raising of wheat and barley.

BLAINE, Wash.

N. P. R. L. S. D. Population 2,000, is opposite the Straits of San Juan de Fuca, on the east shore of Puget Sound. The city has water works and electric light plants, five hotels, two newspapers, three public schools, six churches, two National banks, four saw mills, graded streets, and many well established business enterprises. Surrounded by a fine agricultural and mineral country.

BUCKLEY, Wash.

N. P. R. L. S. D. Population 1,500, has ten stores, four hotels, school, weekly newspaper, hall, seven lumber, planing, and shingle mills, one sash and door factory, etc. Hops and lumber the principal shipments.

BUCODA, Wash.

N. P. R. L. S. D. Population 800, has three general stores, saw mill, two shingle mills, and one hotel. Coal mining is extensively carried on. Shipments: coal, lumber, and farm produce. Plenty of game.

CARBONADO, Wash.

N. P. R. L. S. D. Is on the Carbon River, with a population of 1,500. Principal business interest is coal mining, from a mine yielding 900 tons daily. Carbonado has one hotel, two halls, one store, two churches and three schools. Products and shipments: coal and lumber. Deer, grouse, trout and salmon abundant.

CASCADES, Wash.

N. P. R. L. S. D. Is situated on the north bank of the Columbia River, sixty-three miles east of Portland, and is reached by steamers. The landings are known as Upper Cascades and Lower Cascades, the latter being the landing for Cascades P. O. There is a portage around the Cascades, of six miles of railroad on the north bank, connecting the steamers on the Lower and Middle Columbia, Puget Sound and S. & I. points.

CASTLE ROCK, Wash.

Population 1,200, has water system and electric lights, nineteen stores, two hotels, three steam shingle mills, cutting about 200,000 shingles per day, three saw mills, two halls, three churches, one bank, and a school house. Logging, farming and raising of fruit and hops, the principal occupations. Coal mining is also carried on near this place.

CENTRALIA, Wash.

N. P. R. L. S. D. Population 3,000, is one mile from the Chehalis River, a small stream, and has four hotels,

two weekly newspapers, several saw and shingle mills, two sash and door factories, good hotels, stores representing all branches of business, schools, churches, etc. The Baptist denomination have lately erected a fine seminary. Lumbering and farming are the principal industries, also mining is being carried on quite extensively near the town. Surrounded by mountainous, timbered country. Game: deer, bear, grouse. Fish: trout and salmon. The branch line to Montesano on Gray's Harbor, connects with the main line at this point. Passengers from the east for the Gray's Harbor go via Tacoma and Olympia.

CHEHALIS, Wash.

N. P. R. L. S. D. County seat of Lewis Co. on river of Chehalis, and near mouth of Newaukum River, has 2,500 inhabitants, six hotels, three halls, two opera houses, seating capacity 500 each, twenty stores, three newspapers, two school houses, and five churches, two banks, flouring mill; four shingle mills, two saw mills, furniture factory, electric lights and water works, etc. General farm products. Shipments: hops, flour stock, lumber, shingles, fish, etc. Game abundant: deer, bear, cougar, panther, elk, wildcat, ducks, etc. Fish: trout and salmon. A line is now completed to South Bend on Willapa Harbor.

CHENEY, Wash.

N. P. R. L. S. D. In Spokane county, population 1,200, is situated in good farming country with abundant timber. Is on the great plateau of the Columbia, 2,300 feet above sea-level. There are several lakes in the neighborhood, three possessing medicinal properties. It has three hotels, two banks, a roller flower mill, two creameries, water-works, electric light, one public hall, eighteen stores, two papers, one State normal school, and four churches. The new "Hotel Eaton," opened in August, 1892, is supplied with all modern conveniences, and is first-class in every particular. Game: deer, bear, prairie chicken. Fish: trout. The Central Washington

R. R. leave the main line at this point, and runs north and west to Medical Lake, Davenport, Almira, Coulee City, etc.

CLEALUM JUNC., Wash.

N. P. R. L. S. D. Population 700, located on the Yakima River, has six stores, three hotels, weekly newspaper, church, school, hall, one livery stable two saw mills and two blacksmith shops. This is a fine mineral section, coal, copper, iron and silver being found near by. Diverging point for the famous Pechastin, Swauk, and Fish Lake mining districts. Game and fish abundant.

COLFAX, Wash.

O. R. & System. County seat of Whitman county, is the center of an extensive and fertile region, having, a large mercantile trade. A Government Land Office is located here. Population about 2,500.

COLTON, Wash.

M. U. R. Palouse & Lewiston Branch. Population 750, has a flouring mill, church, bank, two general merchandise stores; two blacksmith shops, weekly paper and job printing office, large stock yards, new hotel, brick yard, three livery stables, two hardware stores, agricultural implement warehouse, three elevators, etc. Has a public school, besides the St. Scholastica Academy, which is a Catholic institution for ladies. This is the center of over 100 square miles of fine wheat-producing land. Opera house, seating capacity 800.

COSMOPOLIS, Wash.

N. P. R. Population 500, is on the south bank of the Chehalis River, about a mile above Aberdeen. An avenue joining the two is to be constructed, thus practically uniting their interests. Has hotel, two churches, hall, school, newspaper, salmon cannery, saw mill, shingle mills. Principal shipments, lumber and salmon.

COULEE CITY, Wash.

Central Washington. Population 200, the present terminus of the

C. W. R. R. Stages to points in the Okanogan mining district.

CROCKER, Wash.

N. P. R. L. S. D. Is the junction point for branch line running to Douty, five miles distant, at which point are located the Carbon Hill coal mines.

DAVENPORT, Wash.

Central Washington. Population 1,000, has several stores, three hotels, brewery, newspaper, two elevators, a national bank, public school, churches, one planing mill, two flour mills, and sash and door factory, also a pop factory, etc. Surrounded by a rich agricultural country on the border of the famous "Big Bend." Horses and cattle raised in large numbers and constitute the principal shipment. Small game in abundance

DAYTON, Wash.

N. P. R. Washington & Columbia River Ry. Population 2,300 county seat located on the Touchet River. This is the present terminus of the W. & C. R. Ry. This city is lighted by electricity, has an active Board of Trade, fine water power, etc. All branches of industry incident to a city of its size are represented in Dayton. There are about forty business houses, two weekly newspapers, two flouring mills, a planing mill, three chop mills, one foundry, four public schools, eight churches, court-house, ten saw mills near by, a furniture factory, three hotels, etc. Products: wheat, barley, oats, and all kinds of fruits and vegetables.

DIXIE, Wash.

N. P. R. Washington & Columbia River Ry. Population 100, has three churches, a public school, feed mill three stores, two hotels, etc. Situated in a fine wheat and fruit country and offers good inducements for a general store and other branches of business.

DURHAM, Wash.

N. P. R. L. S. D. Population 200, is on the branch line running from Palmer, distant three miles. It is

the center of a rich mineral country, which is being rapidly developed.

EAGLE GORGE, Wash.

N. P. R. L. S. D. Is a small town in the forest, on Green River, surrounded by picturesque mountain scenery. Trout fishing good: bear, mountain lions, wild cats, and deer are found in the dense fir and cedar woods.

EASTON, Wash.

N. P. R. L. S. D. Population 100, lies at the foot of the eastern slope of the Cascade Mountains. Here the railroad begins to ascend on a standard mountain grade of 116 feet to the mile. Magnificent views are seen from the car windows. Fine fishing.

ELBERTON, Wash.

O. R. & N. System. Population 250, has two stores, one hotel, one flour mill, one saw mill, two large warehouses, etc. Situated on the Palouse River.

ELLENBURG, Wash.

N. P. S. L. S. D. Population 3,000, is 37 miles north of North Yakima and one mile from the Yakima River. It is the county seat of Kittitas county and the railroad headquarters for the Cascade Division. It has good water power, two flouring mills, saw mill, planing mill, five hotels, bank, twenty stores, three newspapers and one school building, also Washington State Normal school. In the adjacent mountains \$75,000 has been taken out of placer gold mines, and equally as large an amount from quartz rock, by most primitive processes. Recently an extensive deposit, bearing 50 to 80 per cent. in copper and \$15 to \$1,000 in silver per ton, and in the same vicinity good bituminous coal, in five to eight feet veins, has been found. Rich veins of copper ore have also been discovered. Ellensburg is situated in Kittitas Valley, 15 to 20 miles long, and is surrounded on the east and south by bunch grass hills and table lands, and on the north and west by the semi-timbered lands of the Cascade Mountains. Products:

grain, hay, stock. Shipments: live stock of all kinds, wool and bacon. Large and small game and fish abundant.

ELMA. Wash.

N. P. R. Population 900, is situated one mile from the Chehalis River, in the heart of a rich agricultural region; coal, iron, brick and potters' clay are found in large quantities. Inexhaustible forests of fir, spruce, cedar, ash, and maple timber near by. Eight stores, public school, five churches, bank, two hotels, weekly paper and opera house, six steam saw mills, two shingle mills and one grist mill.

EVERETT, Wash.

N. P. R. L. S. D. Located on Port Gardner, an inlet of Puget Sound. The Snohomish River forms the eastern boundary of the city, and is navigable from its mouth to a point ten or twelve miles above the city for steamers of comparatively light draught. It is proposed, however, to dredge out this river and form an extensive fresh-water harbor. Everett was founded some years ago, and is recognized as an important manufacturing center. The Pacific Steel Co.'s plant is located at Everett, on the Snohomish River, and is a branch of the American Steel Barge Co., of West Superior. They have constructed two whaleback steamers especially adapted for Pacific Ocean navigation. The Puget Sound Pulp & Paper Co. are located at East Everett, and have the most complete plant for the production of paper on the Pacific Coast, their product being manufactured from spruce and cottonwood timber. The Puget Sound Wire Nail Co. have a very extensive plant for the manufacture of steel wire nails here. The city has a population of 5,000 people, has three banks, three newspapers, and the usual number of churches and schools; well equipped with telephone, District Messenger, Transfer Co., and such conveniences. There are two railroads, the Great Northern and the Everett & Monte Cristo Railway, the trains of the latter company connecting at

Snohomish with all trains on the S. & I. R'y, which connects with the N. P. R. R. at Seattle. The E. & M. C. R'y is being completed from Everett to the famous Monte Cristo mining district, which from all indications is rich in precious metals. This road will be completed this summer, and was built to bring these ores to the Puget Sound Reduction Works, located at Everett, and which are now about completed. These works are the most extensive of the kind on the coast. There are seven saw and shingle mills located at Everett, whose product is shipped largely to Eastern markets.

FAIRFIELD, Wash.

O. R. & N. System. Population 200, has two hotels, a public hall, one school, four general stores, two elevators, two warehouses, lumber yard, etc. Situated in good farming district, with abundance of water and timber at hand.

FAIRHAVEN, Wash.

N. P. R. L. S. D. Population 4,100, is a new town on Bellingham Bay, with a fine harbor. The water at low tide is thirty feet deep at the wharf, thus allowing all vessels to land at any time with safety. Its growth has been very rapid. At present it has gas, electric light, water works, electric railways, hotel, four banks, etc.

FARMINGTON, Wash.

M. U. R. Palouse & Lewiston Branch. Population 700, has a flouring mill, planing mill, machine and blacksmith shops, several general stores, newspaper, two hotels, public hall, bank, school, churches, grain warehouses, electric light plant, etc. Surrounded by fine fruit and farming country. This is the present terminus of the branch from Belmont.

GARFIELD, Wash.

M. U. R. Palouse & Lewiston Branch. Population 800, has ten general stores, two elevators, four warehouses, four halls, two hotels, churches, newspaper, bank, school, machine shops, flouring mill, water-works, etc. At this point connection is made with the U. P. for Colfax.

GRAY'S HARBOR.

Is located nearly due west of Olympia, on the Pacific Coast line of the State of Washington. The bay is about eighteen miles in length, with a greatest width of fourteen miles. The entrance to the bay from the ocean is across a bar, but as the depth of the water at low tide is twenty-two feet, it is not difficult for sailing vessels to enter. The surrounding country is covered with a dense forest growth, in which the Douglas fir largely predominates, spruce, cedar, and hemlock coming next in the order named. The country north of Gray's Harbor between the Olympic Range and the ocean is exceedingly productive. This strip, extending to the Strait of Fuca, is from 20 to 30 miles wide, and when cleared of timber proves very rich and fertile. Numerous streams flow into the Harbor, the largest being the Humtulips, Hoquiam, Wishkah and Chehalis rivers. The first three are navigable at high tide for a few miles from their mouths. On the Chehalis, steamers of considerable size ply regularly for a distance of thirteen miles, and occasionally trips are made for thirty miles farther. Along the rivers and creeks the bottom lands have a very deep and rich alluvial soil, highly productive of wheat, oats, barley, timothy, hops, clover, etc. This land is being rapidly settled and developed. The Northern Pacific is now running trains to Aberdeen, and Ocosta. The chief points in this section are Hoquiam, Elma, Aberdeen, Cosmopolis, Montesano and Ocosta.

HADLOCK, Wash.

N. P. R. L. S. D. At the head of Port Townsend Bay, population 300, has a fine new saw mill, hotel, store, hall and school.

HOQUIAM, Wash.

N. P. R. Population 1,200, is situated at the mouth of the Hoquiam River. It has a sash and door factory, saw mills, shingle mill under contract, two cabinet shops, church, school, four hotels, newspaper, etc.

"The Hoquiam" is a large, handsome, modern hotel, standing on the beach of the harbor, and is an attractive resort for tourists. Salmon fishing and canning is the principal fish industry, although cod, halibut, sea bass and trout are abundant. Products: fruits, vegetables, hay, etc. Shipments: principally lumber.

HOT SPRINGS, Wash.

N. P. R. L. S. D. Population 100, in the valley of Green River, is fast becoming a noted health resort. Ample hotel accommodations.

HUNT'S JUNCTION, Wash.

N. P. R. L. S. D. Is the junction point of the Northern Pacific and Wash. & Col. River R. R., running to Walla Walla, Pendleton, Athena, Waitsburg, and Dayton.

ILWACO BEACH, Wash.

South Bend Line. Is the name given to the narrow split which divides Willapa Bay from the Pacific Ocean. It is eighteen miles long and from a half, to one and one-half miles wide. The Ilwaco R. & N. Co. has a narrow gauge railroad running along the beach for nearly its entire length. The beach has for years been a favorite summer resort, the surf bathing unsurpassed, and the already large number of visitors is increasing yearly. There are excellent hotel accommodations at a dozen points along the beach and hundreds of cottages. With the opening up of direct rail communication between this beach and the interior, by way of the railroad to South Bend Ilwaco will become a popular resort for the entire Northwest.

JOHNSON'S, Wash.

M. U. R. Palouse & Lewiston Branch. Population 200, two general stores, one church, two grain elevators, one drug store, hotel, livery, lumber yard, bank; and fruit is shipped in large quantities to Montana and Idaho.

KALAMA, Wash.

Population 1,250, the county seat of Cowlitz County, is on the Co-

lumbia River, northwest of Portland. It has two hotels, thirteen stores, three saw and shingle mills, one bank, and three churches. Fishing principal industry, salmon and sturgeon being caught in large quantities. The largest sturgeon packing concern on the Pacific coast is located here. Has water power and electric lights Good harbor.

KELSO, Wash.

Population 1,000, has seven general stores, two churches, two hotels, a weekly newspaper, a Presbyterian academy, two shingle mills, and one saw mill. It is situated at the confluence of the Cowman and Cowlitz rivers, logging streams, and is fast coming into notice as an enterprising town.

KENNEWICK, Wash.

N. P. R. L. S. D. Population 150, situated on the west bank of the Columbia River, in the midst of a highly fertile, irrigated country. The town has ample water power for an electric light plant and water works. Kennewick is the distributing point for the country twenty miles north, south, and west. Large shipments of wheat, horses, cattle, sheep, and wool are made from here. Owing to its location on the Columbia River, and its elevation of 350 feet above sea level, it has as mild and delightful a climate as any town in Eastern Washington, this being a fine climate for raising fruits, vegetables, grain, hops, etc. A fine hotel has recently been built. One irrigating ditch has been completed and another nearly completed. Small game and fish in abundance.

KENT, Wash.

N. P. R. L. S. D. Population 1,300, fifty stores, one bank, one newspaper, four hotels, town hall, saw, shingle, and planing mill, laundry, furnace factory, canning factory, and is in the center of a fine hop-growing country. Surrounded by a rich agricultural country, and rapidly growing.

KIONA, Wash.

N. P. R. L. S. D. Population 25, situated on the Yakima River. A large irrigation canal has brought under cultivation several thousand acres of good lands. This is in a fine valley for fruit raising.

LA CONNER, Wash.

N. P. R. L. S. D. Near the north fork of the Skagit River, has a population of 600, three hotels, one public hall, six stores, one newspaper, one school building, and three churches. Hay presses, various agricultural implements, and furniture are manufactured here. Surrounding country is rich bottom lands, with productions of oats, barley, wheat, potatoes, hay, and fruit. Oats the principal shipment. Deer, salmon, trout, rock cod, etc., are abundant.

LAKEVIEW, Wash.

N. P. R. L. S. D. Population 200. junction point for line to Olympia and Gray's Harbor country. Has hotel, rolling, planing, and feed mills.

LESTER, Wash.

N. P. R. L. S. D. Population 200. Lumbering principal industry.

MABTON, Wash.

N. P. R. L. S. D. Stage leaves daily for the Sunnyside district, distance seven miles, fare \$1.

MARSHALL JUNCTION, Wash.

N. P. R. L. S. D. Population 100, has good water power, furnished by Lake Creek, a saw, mill, store, one hotel, and one school building. This is the junction point with the Palouse Branch, running south to Moscow and Genesee, Idaho, and passing through the fertile Palouse country.

MARTIN, Wash.

N. P. R. L. S. D. Is at east end of the Great Tunnel through the Cascade Mountains. Surrounded by a heavily timbered country. Iron mines a few miles distant.

The tunnel under Stampede Pass is nearly two miles long and is the second tunnel in length in the United States, being exceeded only

by the Hoosac Tunnel in Massachusetts.

MEDICAL LAKE, Wash.

Central Washington R. R. This remarkable lake is situated eight miles northwesterly from Cheney, on the Central Washington branch, in Spokane county, on an elevated plateau, and surrounded by an evergreen border of pine, fir and tamarack timber.

The lake is about a mile and a half long and half a mile wide. Its medicinal properties have been known to the Indians of the northwestern Pacific Coast from a time far beyond the knowledge of the oldest inhabitant, and it is held in great veneration by them as "Skookum Chuck, Pe Sauklee Tyee Illihe," or Strong Water from the Sacred Ground.

There are many places along its pine-shaded banks yet to be seen where these people have piled rocks together for the purpose of heating them preparatory to taking a protracted sweat for the cure of rheumatism or other diseases. The lake has no visible outlet, but is constantly fed by two known and enormous springs. Careful analytical tests show twelve medicinal properties in its waters right from nature's own great laboratory. There are three good hotels, commodious bath houses, splendid drives, delightful camping places, and an abundance of fish in the other lakes in the immediate vicinity. Insane Asylum for Eastern Washington is situated here. No country affords a better field for the sportsman.

Round-trip tickets to Medical Lake are on sale at St. Paul, Minneapolis, Duluth, and Ashland, at a low rate during the season. Stop-overs granted at any point within limit of ticket.

MONTESANO, Wash.

N. P. R. Population 1,200, county seat of Chehalis County, is practically the head of navigation on the Chehalis River. It has four general merchandise stores, three grocery stores, two drug stores, two saloons, bakery, jewelry store, photo gallery, two furniture stores, a furniture fac-

tory, harness shop, one sash and door factory, one bank, four churches, public school, four hotels, two weekly papers, and the Chehalis valley Academy, etc. The surrounding country is well watered and all the conditions are excellent for general farming, dairying, and stock raising. Steamboats ply between Montesano and the towns on the harbor, and ships are loaded here with lumber.

NAPAVINE, Wash.

N. P. R. L. S. D. Population 300, has four saw mills, three general stores, one hall, a school and church. Lumbering is the principal business interest.

NEW WHATCOM, Wash.

N. P. R. L. S. D. The county seat of Whatcom County, located on Bellingham Bay, has a population of 12,000. Lake Whatcom, which is thirteen miles long, distant three miles in the interior, and 307 feet above high tide on the bay, supplies the city with water and furnishes good water power. The city has three daily and two weekly papers, five public schools, seven churches, five banks, ten hotels, seven saw mills, with an aggregate capacity of 500,000 feet daily, three shingle mills, two sash and door factories, numerous business enterprises representing all lines of industries, electric-light plant, and has seven miles of electric railway, etc. New Whatcom is a consolidation of the municipalities of Whatcom and Sehome. Coal mines yielding inexhaustible supply; iron mines undeveloped. Good farming "bottom lands", heavily covered with timber. Products: oats, hay, potatoes, fruit, vegetables. Game of all kinds, and both salt and fresh water fish abundant. Immediately west of Whatcom, varying from eight to fifteen miles, are the famous islands in the San Juan group. Scenery and fishing on Lake Whatcom, very fine.

NORTH YAKIMA, Wash.

N. P. R. L. S. D. Population 3,000, is situated at the junction of the Yakima and Naches rivers, on a

highly fertile, irrigated plain, and the N. P. Y. & K. I. Co. are constructing a canal sixty miles long which will open for settlement thousands of acres of fine land in this section. The streets are planted on both sides with shade trees, and water is conducted through them in ditches. The town is supplied with water-works and sewer, and electric light plant, and has four hotels, a grist mill (capacity 100 barrels per day), one saw mill, three weekly newspapers, two banks, six churches, an opera house and two schools. The surrounding country is productive of all kinds of grain, fruit, and hops, and the town is an important center of trade. Large consignments of cattle and hops are shipped from this station every season.

OAKESDALE, Wash.

M. U. R. Palouse & Lewiston Branch. Population 1,800, has three hotels, three banks, two schools, five churches, various stores, one newspaper, opera house seating 300, planing mill, flour mill, two elevators, electric lights, water-works, and seven grain warehouses. The surrounding country is rolling, well adapted to the raising of wheat, barley, oats, etc.

OCOSTA, Wash.

N. P. R. Population 400, is situated on the south side of Gray's Harbor. Pacific Ocean Terminus of the Northern Pacific Ry., on the Bay of Gray's Harbor. Has large saws mills, sash and door factory, two shingle and cedar mills, brick yards and brewery. One newspaper, school building, and excellent hotel facilities. Both rail and steamer connections with all points on the coast and the interior. SouthBend and other points on Willapa Bay are reached from Aberdeen, Hoquiam and Ocosta by steamer to Peterson's Point, thence, by stage along the beach of the Pacific Ocean to North Cove and thence by steamer on Willapa Bay. This is a very attractive excursion for summer tourists on account of its fine beach for bathing.

OLYMPIA, Wash.

N. P. R. L. S. D. Population 5,000, capital of the State of Washington, and county seat of Thurston County. Located at the head of Puget Sound, has fine harbor, can be reached by the largest vessels. On the Northern Pacific Ry.'s Gray's Harbor line. Has water works, electric light, and street railway plant; telephone system, local and long distance; U. S. Land Office, U. S. Surveyor-General's Office; one large hotel, 115 rooms, and several smaller ones; two National banks, one daily and five weekly newspapers, one educational magazine, new \$ 1,000,000 State capitol building, fine opera house, seven church buildings, two college buildings, three large public school buildings, one business college, one hospital, three saw mills, one sash and door factory, one wood water pipe factory, sixty stores and business places. Products: Fruit, vegetables, hay, etc. Shipments: Lumber, shingles, ice, wood water pipe, clams, oysters, and fish. Game: Bear, deer, ducks, geese, pheasants, quail, etc. Fish: Salmon, trout, smelt, clams, etc. Shipments of native oysters and clams exceed any other point on the Pacific Coast

ORTING, Wash.

N. P. R. L. S. D. Population 1,000, has two hotels, ten stores, two halls, two saw and shingle mills, school, three churches, two meat markets, two blacksmith shops, two saloons, restaurant, opera house, and Washington Soldiers' Home one and one-fourth miles south. The Orting Branch runs from this point to the lumbering regions of the Muck and Sucotash Valleys.

PALMER, Wash.

N. P. R. L. S. D. Population 40, in the picturesque valley of the Green River, is becoming a popular pleasure resort. There is excellent trout fishing in the swift mountain stream.

PALOUSE, Wash.

M. U. R. Palouse & Lewiston Branch. Population 1,800, is quite a lumbering center, the logs being

run down Palouse River from the mountains. It has twenty-five stores, two hotels, five churches, two weekly newspapers, water-works, two flouring mills, one saw mill, one planing mill, six warehouses, creamery and pottery. The town supplies a large region with general merchandise, and is to some extent a gold mining town, there being good quartz leads in the neighboring mountains. Surrounded by fine farming country.

PASCO JUNC.

N. P. R. L. S. D. The county seat of Franklin county, has 400 inhabitants, ten stores, lumber yard, school, two first-class hotels, brewery, a weekly newspaper, and a public hall. It is situated about two miles from the confluence of the Snake and Columbia rivers, and is the junction point of the main line with the line via Wallula Junction and the Columbia River. The heavy bunch grass found in this section makes stockraising an exceedingly profitable business, as the winters are mild, and good grazing can be had during the entire year.

POMEROY, Wash.

O. R. & N. System. Population 1,500, in Garfield country, has one hotel eight stores, one bakery, two meat markets, two drug stores, two livery stables, one brewery, three newspapers, one National bank, two harness shops, three churches, one school, three agricultural implement stores, four blacksmith shops, etc.

PORT ANGELES, Wash.

N. P. R. L. S. D. County seat of Clallam county, population 4,000, is the first port of entry on the Strait of Juan De Fuca. Port Angeles is noted for its fine natural harbor, and is the only city ever laid out by the United States Government, excepting Washington, D. C. It has important coal, lumbering, and fishing interests, with a large territory of fertile valleys tributary to it. A great number of tourists have visited the Gate City. The last two years there has been a good road to Lake Crescent, sixteen miles to the southwest, where good accommoda-

tions can be had, with fine hunting and fishing during the summer. A stage runs every day during the summer season, between Port Angeles and Lake Crescent; and two comfortable steam launches as well as row boats are there for the accommodation of the tourists. Excursion tickets to the game and trout country, "Lake Crescent," via Seattle. Steamer daily to Port Angeles, except Sunday.

PORT GAMBIE, Wash.

N. P. R. L. S. D. Population 400, situated between Port Madison and Port Ludlow, has one store, one church, one hall, one school and one large saw mill. Exports lumber.

PORT LUDLOW, Wash.

N. P. R. L. S. D. On Saltwater Bay, population 300, has one lumber mill, one hotel, one store, one public hall, one school.

PORT MADISON, Wash.

N. P. R. L. S. D. On the Sound, population 250, the county seat of Kitsap County, has one store, one saw mill, one school. Lumber is about the only shipment.

PORT TOWNSEND, Wash.

N. P. R. L. S. D. County seat of Jefferson county, is an important port on the west side of Port Townsend Bay, with a population of 3,800. It is the port of entry for the Puget Sound customs district, also U. S. Quarantine Station. It has seven hotels, five national banks, one opera house, one saw mill, two foundries and machine shops, one sash and door factory, steel, wire and nail works, two public halls, twenty-four stores, two daily and weekly newspapers, two large school buildings, six churches, and new water works. The surrounding country heavily timbered. Shipments: oats, barley, potatoes, hay and pelts. Deer, geese, ducks, abundant; also halibut, salmon and bass. A United States marine hospital is located here.

PREScott, Wash.

O. R. & N. System. Population 200, has four stores, one school

building, flouring mill and two churches. Wheat and flour the principal shipments.

PROSSER, Wash.

N. P. R. L. S. D. Population 255 at the falls of the Yakima River, is the station for the Horse Heaven Country, a rich and productive body of land now being rapidly settled; has school and hotel. In the valley near Prosser are thousands of acres of rich land which are irrigated by ditches from the river. A good water-power is utilized for a flour mill. Large shipments of horses, cattle, sheep, wool and flour are made from this point.

PULLMAN, Wash.

M. U. R. Palouse & Lewiston Branch. Population 2,000 is in center of fine agricultural section, and has fifteen stores, three banks, five churches, school-house, lumber yards, brick yards, six grain elevators, planing mills, three halls, opera house, seating capacity 900, State agricultural college, and school of science and four hotels. Products: flax, wheat, oats, and barley. The O. R. & N. crosses the Palouse line here.

RIPARIA, Wash.

O. R. & N. System. On the Snake River, population about 30, is the transfer station of the O. R. & N. Co., to its Snake River Division. Steamers run from here to Almota and Lewiston twice a week.

RITZVILLE, Wash.

N. P. R. L. S. D. Population 400. County seat of Adams county, has twenty-five stores, three blacksmith shops, one saddle shop, three churches, school buildings, two hotels, two lumber yards, one cabinet shop, one newspaper, three agricultural stores, etc. It is situated in the center of a fine farming and grazing country.

ROSALIA, Wash.

M. U. R. Palouse & Lewiston Branch. Population 600, has four general merchandise and several other stores, a hotel, one bank, public hall, school building, two

churches, newspaper, etc. Is a shipping point for large quantities of wheat, barley, etc.; has two elevators, brick-yard, and five grain warehouses.

ROSLYN, Wash.

N. P. R. L. S. D. Is on the branch line running from Clealum Junction, distant four miles. It is the center of the great Roslyn coal fields, which supply nearly all the towns in Eastern Washington with fuel; and iron ore fields north of Roslyn, known as the Upper Clealum or Fish Lake, is one of the richest in the State; several hundred men are now in these mines and the section is filling up rapidly. Population of 2,300, six churches, two hotels, saw mill, planing mill, brewery, electric lights, fire department, town hall, numerous stores, cigar factory, two weekly newspapers, and a fine schoolhouse. The mines are owned by the Northern Pacific Coal Co. Daily output, about 2,500 tons.

SAMISH, Wash.

N. P. R. L. S. D. On Bellingham Bay, has a population of 300, two hotels, one store, two school buildings. Coal and iron have been discovered; but no mines have yet been developed. Surrounding country covered with forests of fir and cedar. Game: ducks and geese. Fish: salmon, halibut, oysters.

SEATTLE, Wash.

N. P. R. L. S. D. Is situated on Elliott Bay, one of the harbors of Puget Sound, and one hundred miles from the Pacific Ocean. The harbor is one of the largest and safest on the Pacific Coast and well provided with coal bunkers, grain elevators, wharves, and docks, as well as all appliances necessary to an important shipping port. It has a population of 65,000 people, who act in concert upon all matters affecting the city's welfare. It is located on a peninsula bounded on the west by Elliot Bay, on the north by Salmon Bay, Lake Union, and the Ocean Canal, now building, connecting Lake Washington with Puget Sound, on the east by Lake Washington, five miles wide by twenty-four long. The Lake Wash-

ington Waterway Company, under contract with the State of Washington, are now constructing two deep waterways through the southern part of the city to connect with a canal from Elliott Bay to Lake Washington, of depth and width sufficient to float the largest ships. This canal will make Lake Washington a great fresh-water harbor, opening directly into the salt water harbor of Elliott Bay, affording splendid facilities for manufacturing industries and a shipping point for coal, which is extensively mined within a few miles of the lake.

Seattle is the county seat of King County, which is rich in natural resources, embracing 60,000 acres of coal fields within a radius of thirty-six miles; iron in abundant quantities, fertile and extensive valleys of wonderfully productive soil well adapted for raising hops, hay, potatoes, all vegetables, fruits and berries, and especially adapted for dairying, as the climatic conditions permit of stock running out all the year round and grasses to grow at all seasons. The surface of the country is covered with fine forests of fir, cedar, spruce, and hardwood timber, and logging and lumbering are among the stable industries of Western Washington, and are extensively carried on in the vicinity of Seattle. The Port Blakely Mill Co., alone, whose mill is the largest in the world, shipped by sea, coastwise and foreign, 106,462,403 feet of lumber during 1895. During the same period there were shipped through Seattle, 12,500 carloads of red cedar shingles, destined to points in nearly every State in the Union.

Seattle has four railroads, three of which are transcontinental lines, running east, south, and north, thus bringing the entire State in direct connection with it and affording splendid facilities for jobbing and trading with the interior. It has steamship lines running to all Puget Sound, Pacific Coast, and British Columbia points as well as direct steamer lines to Alaska, Central America, Sandwich Island, and the Orient.

The foreign and coastwise trade of Seattle is constantly growing and extending, and is a great factor in her commercial prosperity. It is the headquarters of a large sealing fleet that operates upon the Japan and Alaska coasts and in Behring Sea, taking fur seals. Fishing is extensively carried on i. e., both salmon for canning and fresh fish, consisting of halibut, cod, and salmon for shipment east by rail as far as the Atlantic seaboard cities.

The manufacturing interests of Seattle are increasing rapidly. Several large plants are in course of construction; one being that of Moran Brothers, who are building two steel torpedo boats and a revenue tug boat for United States Government; large packing house, glass factory, and flouring-mill. Those already in operation are sawmills, shipyards, drydocks, iron and brass foundries, machine shops, saw works, soap works, cracker factories, breweries, ice, candy, sash and door, furniture, upholstering and excelsior, carriage and wagon, cigar and box factories, woodenware works, woolen mills, tanneries, salmon canneries, marble and stone works, plaster, roofing, soda and bottling works, broom, boot and shoe, extract factories creosoting works, vinegar and pickle works, cold storage plants, cereal and flouring mills, wheat elevator, terra cotta and sewer pipe works, etc.

Upward of one hundred wholesale houses are engaged in jobbing dry goods, furnishing goods, groceries, candies, boots and shoes, drugs, liquors, cigars, ship-chandlery, machinery, saws, paper, stationery, books, notions, guns, ammunition, and sporting goods, hardware, jewelry, and other lines.

Exports: Lumber, wheat, flour, beer, groceries, lime, spars, etc.

Shipments: Coal lumber, shingles, spars, hops, salmon, hay, grain, hides, leather, wool, furs, seal skins, fruits, clams and oysters, fresh and dried fish, and manufactured goods.

The business portion of the city was destroyed by fire June 6, 1889, and the old wooden buildings consumed have been replaced by massive brick and stone blocks, more substan-

tial and more handsome in architecture than in any other city of the Pacific Northwest.

The principal streets of the city have been paved with vitrified brick during the past year, an improvement which has enhanced the beauty of the city greatly. Seattle has ninety-four miles of cable and electric street railway; is the seat of the State University of Washington, which was moved to its present site in 1895 and erected at a cost of \$120,000. Culture education, and religious institutions of the city keep pace with its commercial progress, and every modern facility is found within its borders.

Congress has established an Army Post at Seattle and made appropriation for fortifications, for the protection of Puget Sound with its commerce to all parts of the world. Each year it is becoming more apparent that Seattle, by reason of its location, material resources and people, is attracting the greatest enterprises and the best class of emigration.

Seattle is the gateway to the northern Territory of Alaska, which is attracting attention throughout the country on account of the rich gold fields of the Yukon and Cook's Inlet, and the business with that territory has reached large proportions within the past few years.

Population in 1880, 3,533; in 1890, 42,837; in December, 1896, 65,000.

Agents of the North German Lloyd:

E. M. Mc. Ginnis, Agt. Can. Pac., Seattle Wash.

J. A. Nadeau, Agt. North Pac., Seattle Wash.

A. Chilberg, Seattle Wash.

SEDRO, Wash.

N. P. R. L. S. D. Population 900, connecting point for Cascade and Ruby Creek mineral districts. The town has a fine hotel, public school, two churches, two newspapers, bank, and mercantile establishments. Center of large lumbering and mining districts. Coal mines and coking ovens adjacent. Two shingle mills

with daily capacity of 300,000 located here and mills within a radius of ten miles with daily output of over 1,000,000. Large logging and timber interests; three saw mills located in suburbs of the town. Fine trout fishing; deer and grouse abundant.

SHELTON, Wash.

N. P. R. L. S. D. At the head of one of the western arms of Puget Sound, is the tidewater terminus of a logging railroad, which runs back into the heavily timbered country for a distance of about twenty miles. Shelton has a population of about 700, and has a newspaper and a number of stores.

SNOHOMISH, Wash.

N. P. R. L. S. D. Is the county seat of Snohomish county, located on the Snohomish River, five miles from tidewater, has a population of 4,000, and is practically the head of navigation. It has one daily, one tri-weekly, and one weekly newspaper, three public schools, five churches, two national banks, six hotels, six saw mills with an aggregate capacity of 300,000 feet daily, one sash and door factory, etc. It has an electric light plant, water-works, etc. Good farming bottom lands heavily covered with timber. Products: oats, hay, fruits, and vegetables. Game of all kinds and both salt and fresh water fish abundant. Snohomish is the principal distributing point for the new and famous Monte Cristo and Silver Creek mining districts, and is to-day one of the most prosperous cities on Puget Sound.

SOPENAH, Wash.

N. P. R. L. S. D. Population 350, has a sewer pipe and drain tile factory capable of turning out four car loads of material daily. Chief resources, logging, shingle mill, etc.

SOUTH Bend, Wash.

South Bend Line. Population 1,500, seaport of Willapa Harbor, located at the mouth of the Willapa River. Terminus of the Northern Pacific Railway's "South Bend Line," from Chehalis to South Bend. Is practically only a little over six years

old, having a population, January, 1890, of 40, and July, 1896, 1,500; its growth has been marvelous, and is due to its geographical position, and the fact that it is the seaport of one of the few-first class harbors on the Pacific Coast. Towing distance to sea is only sixteen miles. Is the natural center of a rich tributary country. There are now three saw mills, one box factory, two sash and door factories, two salmon canneries, one bank, three newspapers, six hotels, one of which, "The Willapa," is one of the finest on the coast. Has a first-class electric light system in operation, also water works. An extensive system of filling a large tide flat on which the business portion of the city is located, by dredging from the river. Daily lines of steamers run to Sealand, connecting with Ilwako R. & N. Co. to Astoria; also to North Cove, connecting with stage line to Gray's Harbor; there are also regular lines of steamers to San Francisco.

SOUTH PRAIRIE, Wash.

N. P. R. L. S. D. On the western side of the Cascade Mountains, has 250 inhabitants, two hotels, two general stores, and church, public hall. This is a coal-mining town.

SOUTH TACOMA, Wash.

N. P. R. L. S. D. The new car shops of the Northern Pacific Railway, costing \$1,000,000, are located here. South Tacoma has four hotels, one bank, four churches, two drug stores, schools, sixteen stores, electric light, electric car line, etc. Population 1,500.

SPANGLE, Wash.

M. U. R. Palouse & Lewiston Branch. Spokane county, population 600, has two hotels, five grain warehouses, one agricultural - implement house, school, bank, three churches, theatre, hall, five general stores, saw mill, two blacksmith shops, lumber and wood yard, two drug stores, creamery, brick yard, etc. The surrounding country is rolling prairie and timbered hills, adapting it for agriculture and stock-raising. Pro-

ducts: wheat, oats, barley, potatoes, and vegetables.

SPOKANE, Wash.

N. P. R. L. S. D. Population 35,000, county seat of Spokane conty. is beautifully situated on both sides of the Spokane River, on the Idaho Division of the Northern Pacific Railway. Four railroads enter Spokane, and the following branches of the Northern Pacific: The Palouse Branch which traverses the rich farming country of the Palouse Valley; the Ft. Sherman Branch, which, with its connections, penetrates to the great Coeur d'Alene mining country; and the Central Washington R. R. running west to Medical Lake and Davenport. It is surrounded by vast forests of valuable timber, picturesque mountains and fertile vallays, the latter yielding, with little effort of the agriculturist and horticulturist, immense returns of grain and fruits. The site upon which the city stands is a most picturesque one. The Falls of the Spokane River, which in the space of half a mile fall 150 feet, are very grand and beautiful. They furnish constant water power of great value, as the river never freezes. The city of Spokane has besides its railroads, three electric railways operating in all about forty-five miles of electric-car lines, the power for all of which is furnished by the Falls, as well as the extensive electric-light plant. Spokane, as rebuilt after her great fire, is one of the handsomest and most solidly-built cities of its size in the west, both as to its business and residence portions, and its growth has been something wonderful. It has fifteen hotels, the "Hotel Spokane" being an exceptionally fine building, furnished with electric lights, steam heat, and general furniture of a superior quality, five banks, three daily and four weekly newspapers, seven fine school buildings, two colleges, fourteen churches, four flour mills, six saw mills, three sash and door and two furniture factories, three iron and machine foundries, all run by water power. Besides, it has three dramatic and musical, and numerous secret and

social organizations. Its two theatres left after the great fire of 1889, have a seating capacity of 3,500 people, while the new opera house, built at a cost of \$300,000, alone seats 2,500 people. Surrounded by rich agricultural lands and a chain of the richest gold, silver, and lead-producing mines, granite and marble quarries to be found in the West, Spokane is to-day the most favored and prosperous city in Eastern Washington.

SPRAGUE, Wash.

N. P. R. L. S. D. County seat of Lincoln county, population 1,000, is the headquarters of the Idaho Division, with round-house and railroad machine shops. It has three hotels, one bank, one public hall, seven stores, flouring mill, electric-light and water-works plants, two lumber yards, one planing mill, two weekly newspapers, two school buildings and four churches. Products: wheat, oats, barley. Cattle and sheep raising is a feature of farming industry. Shipments: live stock and wool. Fort Spokane lies sixty miles to the northwest.

SUMNER, Wash.

N. P. R. L. S. D. Population 700, has eleven stores, three churches, graded school and Presbyterian academy, newspaper, three saw mills, one box factory, sash and door factory, and creamery, etc. Good farming country. Shipments, hops, hay, fruit, etc.

TACOMA, Wash.

N. P. R. L. S. D. County seat of Pierce County. From a village of 720 souls in 1890, to 52,329 in 1883. Is situated at the head of Commencement Bay at the extreme southeast of Puget Sound. Built on a bluff one hundred and eighty feet above tide-water, it commands a view of the vast Olympic and Cascade ranges of mountains and Mount Rainier.

Here is where the Northern Pacific first touches tide-water, and where it has its western offices and principal shops beyond the Rockies. Besides its shops and office building it has

erected great coal bunkers, with a capacity of over 20,000 tons, to enable it to load coal vessels with dispatch and little expense.

Along the water front are splendid wharves, wheat warehouses with a capacity of 3,500,000 bushels, and from which the immense ships from Europe receive their cargoes of wheat and flour.

Tacoma equals any city on the Pacific Coast in the number and extent of her manufacturing enterprises. Besides her great saw-mills, flour-mills, and woodworking factories, which send their products to Europe, South and Central America, India, Australia, China, and Japan, there are shingle mills which send their product to eastern markets, most complete and best equipped packing house on the Pacific Coast, with a daily capacity of 200 beefeves, 500 hogs, and 500 sheep, and as modern and convenient as the famous packing houses of Chicago, Omaha, and Kansas City; sash and door factories, foundries and machine shops, planing mills; furniture, lounge, and mattress factories; match factory, casket factory, woolen mill, soap woks, boiler works, box factories, broom factory, tile and terra cotta works, brick yards, breweries, ice factory; cracker, candy, and preserve factories, and a large smelter with a capacity of reducing 500 tons of ore per day, are among the industries represented in Tacoma and in constant operation. Water, gas, and electric light works also in operation.

The business part of the city is composed of magnificent structures from four to seven stories in height, and the resident portion is built up of handsome homes with all the modern improvements.

The fire department of Tacoma is well organized.

Electric and cable roads connect all parts of the resident, with the business portion of the city.

Tacoma has seventeen public schools, costing \$750,000; the Annie Wright Seminary for young ladies, the Puget Sound University and Vashon College, three hospitals,

sixty-five churches and religious societies of all denominations.

Chamber of Commerce has erected a fine building, new City Hall recently completed, cost \$260,000; County Court House worth visiting.

The famous Puyallup and White River valleys lie tributary to Tacoma. These valleys produce the finest hops in the world, and yield from 1,800 to 3,000 lbs. per acre. The country around and tributary to Tacoma is adapted to the raising of fruits, hay, hops, and vegetables.

Large coal mines are in constant operation within a radius of 35 miles.

Although Tacoma is the youngest of American seaports, she already commands a foreign traffic second to few. Immense quantities of wheat, flour, lumber, and coal, all products of the State of Washington, are exported to the markets of the world, and a large proportion of the imports from China and Japan to the U. S. and Canada, pass through this port.

Regular steamship lines radiate from Tacoma to all points on Puget Sound, also to Alaska, San Francisco, Central America, China and Japan. Tacoma is the terminus of the Northern Pacific S. S. Line.

In addition to the shipment of wheat, flour, and lumber by sea, Tacoma sends to San Francisco over 300,000 tons of coal a year.

The harbor at Tacoma is one of the best in the world. Ample accommodation for deep sea vessels are provided; new buoys have been anchored convenient to the warehouses.

The waters of Puget Sound teem with ninety-five varieties of food fish, the capture of which gives employment to a large number of men, who market most of their catch here to be shipped in refrigerator cars to Eastern markets.

Sport with rod and line in Commencement Bay, during the great silver salmon run, in October and November, has a charm and excitement entirely its own. The fish are gamey and afford the excitement an angler loves so well.

There are abundance of fish in

the bays and mountain streams, water fowl in the lakes, grouse, pheasants, and California quail on the uplands deer, bear, elks, and cougars in our forests. The climate is unsurpassed.

TEKOA, Wash.

O. R. & N. System. Population 250, is in the center of a fine farming district. This is a new town, but the railroad operations have made it very active.

TENINO, Wash.

N. P. R. L. S. Is the junction point with the Port Townsend Southern Railroad. Population 400. Two hotels, four stores, one school, two churches, two shingle mills, saw mill, two large stone quarries, and creamery. Surrounding country is hilly, with dense forests.

THE SUNNYSIDE COUNTRY

N. P. R. L. S. D. Is on the east side of the Yakima River, and is reached either from Mabton or Toppenish. The former point is the station for the town of Sunnyside and the larger part of the Sunnyside district.

There is here an irrigating canal over sixty miles long, sixty-two feet wide on top and thirty on the bottom, and carrying eight feet depth of water. There are tributary to it over 60,000 acres of land.

This land is divided mostly into little farms of from ten to forty acres. Fruit, vegetables, grain, alfalfa, and hops luxuriate here, and the profits are large. The small farms mean that the valley will be thickly settled, neighbors handy, and churches and schoolhouses plentiful.

This whole region is on the eve of a great development, and the Sunnyside is an important factor in it and will reap a large benefit from it.

THE WASHINGTON HOT SPRINGS.

Situated on Green River, on main line of N. P. Ry., 63 miles east of Tacoma, Wash., is noted for its curative qualities and properties of the waters, both for drinking and bathing.

It is right in the midst of the magnificent forest trees; at an altitude of 1,450 feet above sea level and at the foot of mountain peaks reaching a height of 3,600 feet is to be found the Hotel Hot Springs, a commodious and well-appointed hotel. One hundred guests can find first-class accommodations. The ladies' and gentlemen's bath-rooms are in the hotel, and have recently been extensively improved by the addition of cold shower, sweat, and vapor baths, and fine large cooling-rooms nicely furnished with comfortable couches. Experienced rubbers are in attendance so that persons in a helpless condition will receive the best of care. Physicians in attendance. The water runs out of crevices in the mountain side at a natural temperature of 122 degrees. Cure rheumatism, kidney and bowel complaints.

Fine fishing and hunting near at hand. Also a bicycle track. Hotel and baths open all the year. Hotel rates \$ 2.00 per day, \$ 8.00, \$ 10.00, and \$ 12.00 per week. Baths extra.

TOPPENISH, Wash.

N. P. R. L. S. D. Is located on the east side of the Yakima River. A daily stage runs to Zillah, located at the upper end of the famous Sunnyside irrigation region.

TUMWATER, Wash.

N. P. R. L. S. D. At the mouth of the Des Chutes River, population 350, has two hotels, two halls, two stores, one school building, one church, two flouring mills, two saw mills, one tannery, and one sash and door factory. Products: grain, fruit, and vegetables. Game and fish abundant.

UNIONTOWN, Wash.

M. U. R. Palouse & Lewiston Branch. Population 800, is a rapidly growing town in the southeastern part of Whitman county. It has two churches, three elevators, newspaper, brewery, distillery, five brick yards, eight stores, two hotels, bank, school, opera house, water-works, etc. St. Andrew's Female Academy is located at this point. The sur-

rounding country, while rolling, is very productive. Chief products are wheat, oats, barley, flax, hay, etc. Shipments: live stock and grain. Stage line to Lewiston nine miles distant.

WAITSBURG, Wash.

N. P. R. Washington & Columbia River Ry. Population 1,200, situated on the Touchet River, has ten stores, two hotels, four churches, one weekly newspaper, a flouring mill, 200 bbl. capacity, a foundry and machine shop, a planing mill, public hall, two public schools, water-works, and an academy, etc. Products: wheat, corn, potatoes, and all kinds of fruit. Game: deer, prairie chickens, pheasants, etc. Fish: trout, etc.

WALLA WALLA, Wash.

N. E. R. Washington & Columbia River Ry. The county seat of Walla Walla county, population 8,000 is situated in the Walla Walla Valley, on Mill Creek, Six miles from its confluence with the Walla Walla River, near the foot-hills on the west slope of the Blue Mountain Range. Good water power the entire year; also water works, street cars and gas. Has four hotels, two national and one private bank, four public halls, about eighty stores, four newspapers, a United States Land Office, thirteen churches, opera house, four public school buildings; St. Paul schools, Episcopalian; convent and school, Roman Catholic; Whitman college, Protestant; one commercial college; also three furniture factories, three flouring mills, run by water power, each having capacity of 200 bbls. daily; steam agricultural works; tannery, foundry and ironworks, two chop mills, two breweries. The surrounding country is all excellent farming land, alternate prairie and rolling. Products: the cereals, vegetables and fruit; apples, grapes, peaches, pears, plums (German prune), apricots, cherries, strawberries, raspberries, blackberries, are all very plentiful. Shipment: grain, flour, lumber, brick, hay, fruit, etc. Game: deer, bear, prairie chickens, grouse, ducks, geese. Fish: trout, whitefish and salmon. Fort Walla

Walla is half a mile distant. The barley raised in this vicinity is pronounced by brewers the finest known for brewing purposes. Business enterprises generally are active in Walla Walla, and the city is growing rapidly. Products are wheat, barley, oats, potatoes, etc.

WALLULA JUNCTION, Wash.

N. P. R. L. S. D. On the line of the O. R. & N. Co. east from Portland, at its junction with the Northern Pacific Railway, on the Walla Walla River, about one mile from the Columbia. It has a population of 800, one hotel, three stores, lumber yard, church and school.

WILBUR, Wash.

Central Washington. Population 600, has two hotels, bank, newspaper, flouring mill, ten stores, etc. It is located in the heart of the famous "Big Bend Country." Some good railroad land yet for sale. The soil is a rich loam, clay subsoil. Products: wheat, oats, rye, barley, etc. Game: prairie chickens, rabbits, deer, etc.

WILKESON, Wash.

N. P. R. L. S. D. Population 700, has large coke ovens, coal mines, stone quarries, saw mills, school, church, three stores, three hotels, etc. Mining is principal industry. The stone from the quarries is of a very superior quality and largely used throughout the State for building purposes. Between 400 and 500 carloads of coal, coke, stone, etc., are shipped from this station monthly.

WILLAPA BAY.

South Bend Line. Is located in Pacific County, in the southwestern extremity of the State of Washington, and is a body of water twenty-four miles long and about six miles wide. Formerly known as Shoalwater Bay, so called from the extensive shoals in the southern portion of the bay, on which are found the finest oyster beds on the Pacific Coast. Recognizing the misnomer the U. S. authorities have changed the name to Willapa Bay. There are two channels giving entrance from the Pacific

Ocean, having a minimum depth as shown by the U. S. Coast Survey Charts, of thirty feet at average high tide. The principal rivers flowing into the bay are the Willapa, North, Cedar, Palix, and Nasel. Regular lines of steamers ply on the Willapa and Nasel. The tributary country is extremely rich in natural resources. The extensive forests of fir, cedar spruce, and hemlock — in themselves mines of wealth — make excellent farms when cleared; the fertile bottom lands yield large crops of hay, oats, hops, barley; while the orchards of this section are unsurpassed. Stock raising and dairying is very profitable. The country's well watered and crops never fail. Excellent hunting and fishing; bear, elk, geese, duck, salmon and trout. The Northern Pacific Railway now has a line from Chehalis to South Bend. Among the prominent points in this section are South Bend and Ilwaco Beach,

brief notices of which are given below.

WINLOCK, Wash.

N. P. R. L. S. D. On Olequa Creek, population 1,000, has two hotels, opera house, five stores, school building, three churches, two mills, sash and door factory, and pottery works. This is the diverging point for the Tootle River gold mines, distant 30 miles. Cowlitz Prairie, containing some of the finest farming land in Washington, is only five miles distant. Shipments: lumber and grain. Hunting and fishing good.

YAKIMA CITY, Wash.

N. P. R. L. S. D. Population 500, situated near the head of the Sunny-side irrigation ditch, has two general stores, school, blacksmith shop, livery stable, drug store. Principal crops, fruit and hops.

WEST-VIRGINIA.

The "Pan Handle-State", called from the Pan Handle Mountains between the Ohio River and Pennsylvania, one of her chief geographical features — was till 1863 a part of "the old Dominion" of Virginia. Separated from the rest of Virginia by the formidable barrier of the Alleghany mountain, the interests of the western counties grew apart from these of the tide-water region.

The population in

1870	was	442,014;
1880	"	618,457;
1890	"	762,794.

The area of West-Virginia is 24,780 square-miles. The farm-products are yearly about \$ 20,000,000, manufactured products amount to \$ 23,000,000.

CHARLESTON, W. Va.

The fifth largest city and the capital of West-Virginia. Situated on the Kanawha River, 5 mls. from Shenandoah Junction and 12 mls. from Harper's Ferry. The city has about 7,000 inh., mostly busy in the coal-and salt-trade. There is also a very nice summer-resort in the Shannondale saline *Chalybeate Springs* near the capital.

MARTINSBURG, W. Va.

19 mls. west of Harper's Ferry, the fourth largest city in West Virginia with 7,226 inh. It is pleasantly situated on the Tuscarors Creek in the Valley of Virginia and

has large railroad repair-shops of the B. & O. R. R.

PARKERSBURG, W. Va.

The third largest city in West Virginia, with about 10,000 inh. (\$ 408 in 1890). It lies at the confluence of the Little Kanawha with the Ohio river, 183 miles from Pittsburgh where the Baltimore and Ohio R. R. crosses the river, opposite Belpré. The connection between the two cities is made by a fine bridge, $1\frac{1}{2}$ mile long, with six spans over. The river and 43 approaching spans completed in 1871 at a cost of \$ 1,000,000. Parkersburg is the outlet of the petroleum region of West-Virginia, and has a large trade, refineries and manufactories. The *Parkersburg Mineral Wells* are well-known.

WHEELING, W. Va.

The metropolis of West Virginian, stretches along the Ohio bottom-lands, under the shadow of bold bluffs, and in a country rich in tobacco and grain.

Wheeling is a city of 35,013 inh. It has a large commerce on the Ohio River, and its manufacturing interests are extensive.

Several railways converge here, and the Ohio river furnishes a valuable water-route, with Pittsburgh 95 mls. above (60 by rail), Cincinnati 365 mls., and others ports.

The manufactures of West-Virginia are nearly all centralized in Wheeling.

WISCONSIN.

Called the "*Badger State*", from the fact of the first settlers being miners and living in rude "dug-outs", burrowing after the fashion of the badger. In the west, the broad Mississippi and its tributary the St. Croix, separate Wisconsin from Minnesota and Iowa; on the south, its pleasant prairies melt away, into the rich levels of Illinois; on the east, Lake Michigan for 200 miles, washes the Wisconsin coast; on the north, Lake Superior has a shore line of 120 miles; the north-east is bounded by the rugged upper peninsular of Michigan. The name of Wisconsin is derived from its chief river, dividing the state in two portions. Wisconsin is an Indian name, meaning, "the gathering of the waters."

In 1634, Frontenac, Governor of "New France", sent Jean Nicolet to the upper "lakes", to make treaties with the north-western Indians. In 1665 a mission was established on Madeleine Island and another on the Fox River. In 1750, the first settlement was made on Green Bay, Wisconsin being included in the French Province of Quebec. In the treaty of 1783, the North-West was ceded to the United States, Wisconsin forming a part of Indiana and later, of Illinois Territory. In 1836, Wisconsin was made a territory and admitted to the Union as a State, in 1848. In 1890, it had 1,686,880 inhabitants, 600,000 of German and 100,000 of Scandinavian origin. Milwaukee is a very flourishing city, with very valuable industries, being

the metropolis of the German population in the United States. With its vast forests of excellent timber, and large mineral deposits, the State of Wisconsin promises to be one of the healthiest and most populated of all the states:

APOSTLE ISLANDS, Wis.

A large group of picturesque islands, on the southern shore of Lake Superior. The clay and sand-stone cliffs have been worn into strange shapes by the action of the water and the islands are covered with beautiful primeval forests, of more than 200 square miles in area. Fishing here is excellent, especially trout and white-fish being caught in abundance. On La Madeleine, the most southern of these islands, in Chequamegon Bay, are still to be seen the remains, the half-deserted Chippewa hamlet of La Pointe, the great metropolis of Lake Superior country, in the days of the Indians, fur traders and Canadian Voyageurs, early in the present century. The old Catholic Church was built by Father Barega about sixty years ago.

APPLETON, Wis.

One of the chief cities of Wisconsin, situated on Fox River, between Lake Winnebago and Green Bay, with 12,000 inhabitants. Large paper mills and valuable water power add to the prosperity of the city, which was founded in 1848.

Railroads: Chicago & Northwestern; Milwaukee & Northern.

ASHLAND, Wis.

An important city of 12,000 inhabitants, on Lake Superior and the Branch Line of the Duluth, South Shore & Atlantic Railway, from Mason to Ashland. The shipping port of all iron ore of the Great Gogelic Range (yielding 1,200,000 tons yearly); the rich deposits of hematite Bessemer ore were not fully known until 1885. The *Hinkle Charcoal Furnace*, owned and operated by the Ashland Iron & Steel Company, is situated on the Lake.

Railroads: Chicago, St. Paul, Minneapolis & Omaha; Milwaukee, Lake Shore & Western; Northern Pacific; Wisconsin Central.

BAYFIELD, Wis.

A popular summer resort on Lake Superior, connected by rail and steamer with Ashland, from which it is separated by Chequamegon Bay, a landlocked harbor, 30 miles in area, with deep water and large docks for the shipment of timber and ore.

BELOIT, Wis.

A flourishing town of 6500 inhabitants, on the Rock River, 91 miles from Chicago, on the Chicago, St. Paul & Minneapolis Line of the Chicago & Northwestern R. R. The place is in the midst of a fine prairie, with numerous groves. *Beloit College* (Congregational) has 400 students and a library of 20,000 volumes. Tablets contain the names of the 400 Beloit students, who fell in the Civil War. In 1889 the property of the college was increased by nearly 200,000, the result of a series of noble efforts on the part of its graduates and friends, who are proud to belong to the "Yale of the West."

BERLIN, Wis.

An interesting town on the Fox River, most of the inhabitants of which are native born Germans or of German descent. All the farmers in the vicinity speak German, for which reason, the stream has been called the "German River".

BETHESDA SPRINGS, Wis.

The pioneer spring is the famous watering-place of Waukesha, 20 miles west of Milwaukee. It was discovered by Col. Richard Dunbar in 1868, since which time it has continued to become more and more popular. The Bethesda Baths are open from June to October.

BRULE, Wis.

N. P. R. L. S. D. Population 420, 36 miles west of Ashland, is on the Brule River which is noted as one of the finest trout streams in the West. Has four stores, three hotels, planing mill, two saw mills, etc. Hotel rates \$2.00 per day. Surrounded by beautiful forests in which deer, bear, and small game abound.

CHIPPEWA FALLS, Wis.

An important place for the timber trade, near the falls of the Chippewa River, a tributary of the Mississippi, with 9,000 inhabitants. The town takes its name from the Chippewa Indians, who formerly lived in this region.

Railroads: C. M. & St. P. C. St. P.; M. & O.; W. C.

DEVIL'S LAKE, Wis.

A dead emerald pool, near Sauk City $11\frac{1}{2}$ miles long, inwalled by rugged rocks and wooded bluffs, about 500 feet high and the remarkable quartzite rocks of Cleopatra's Needle. The Devil's Doorway and other grotesque formations. No one should miss paying a visit to this picturesque lake in Sauk County.

EAU CLAIRE, Wis.

A town on the Chippewa River, $321\frac{1}{4}$ miles from Chicago, on the Chicago, North-Western Railway, 20,000 inhabitants, well known for its lumber.

Railroads: C. M. & St. P.; W. C.; C. St. P.; M. & O.

ELKART LAKE, Wis.

A very popular summer resort about 150 miles north of Milwaukee, reached by the Wisconsin C. R. R.

FOND DU LAC, Wis.

A city with more than 12,000 inhabitants, at the head of Lake Winnebago, known for its lumber trade. The Lake is about 30 miles long and 10 miles wide. The Wisconsin Central Railroad skirts its western shore, from here to Neenah and Oshkosh.

Railroads: C. M. & St. P.; C. & N. W.; W. C.

GREEN LAKE, Wis.

An imposing sheet of water, 15 miles long and three miles wide, beautifully situated between the Fox River and Lake Winnebago, in the midst of wooded hills and rich prairies.

HOLSTEIN, Wis.

A settlement, north of Milwaukee, founded by Germans, who only speak their native tongue.

HUDSON, Wis.

A small place of 2,800 inhabitants, on the eastern shore of Lake St. Croix, near the Minnesota line. It has been rendered famous by the Oliver Wendell Holmes Sanitorium and the Dalles of the St. Croix, a very picturesque point. St. Paul, Minnesota, is only 19 miles from here. The boundary line, between Minnesota and Wisconsin follows the St. Croix River.

Railroads: C. St. P.; M. & O.

IRON RIVER, Wis.

N. P. R. L. S. D. Population 1,600. Has two planing mills, twelve stores, two public halls, opera house, school, two churches, six hotels, one bank, one newspaper, two livery stables, two saw mills (capacity 200,000 feet per day); also has good water-works, electric light, and telephone systems. Good bass and trout fishing. Deer also abound.

JANESVILLE, Wis.

A business city of 12,000 inhabitants, founded in 1836 on the Rock River, on the Chicago & Northwestern Railway, 91 miles from Chicago and only a few miles from the Illinois boundary line.

KENOSHA, Wis.

An important manufacturing city with 6,532 inhabitants, built on a bluff on Lake Michigan, ten miles from the Illinois boundary line, carries on an extensive trade; good harbor and several piers.

Railroads: C. N. & W.

KIEL, Wis.

A German town north-west of Sheboggan.

KILBURN CITY, Wis.

193 miles from Chicago, on the Chicago, Milwaukee & St. Paul R. R. In this vicinity, the very picturesque Dalles of the Wisconsin.

LA CROSSE, Wis.

The second city of the State of Wisconsin, founded in 1840, being much larger than the capital Madison. In 1890 the city had already more than 25,000 inhabitants. It occupies a pleasant site on the east bank of the Mississippi, at the mouth of the Black and La Crosse Rivers, where the majestic flood of the "Father of Waters" sweeps around several green islands. All the portion of the Mississippi, from La Crosse to Dubuque, Iowa, is beautiful, owing to the great variety of scenery, the wooded hills and the exquisitely pure character of the water, which is as clear and limpid as that of Lake Superior. The bluffs alternate from massive, densely wooded hills, to long walls of limestone, fronting precipitously on the river, assuming all manner of quaint, fantastic shapes. Rivers and creeks intervene at intervals and the rapid succession of towns, indicates a more thickly settled region.

The name of La Crosse has its origin from the favorite Indian game of "la crosse". The city has many pretty buildings, including the *Opera House* and *High School*. There are many traders in timber, several saw-mills, foundries and machine shops, a large manufactory of saddlery and harnesses and other establishments employing 8,000 persons.

Railroads: C. M. & St. P.; C. & N. W.; C. B. & N.

LAKE PEPIN, Wis.

A very picturesque lake, bordered by gigantic bluffs, 1000 feet high, on the Mississippi, above the mouth of the Chippewa River. The Lake is 25 miles long and sometimes five miles wide.

LAKE VIEUX DESERT, Wis.

The source of the Wisconsin River, intersected by the Michigan boundary line. The Wisconsin River is a tributary of the Mississippi, 600 miles long, dividing the state in halves.

LAKE WINNEBAGO, Wis.

The largest of all the hundreds of deep cut lakes, 30 miles long and 10 miles wide, with high banks and romantic surroundings of field and forest. A group of towns, including Fond du Lac, Oshkosh, Menasha and Neenah, is situated on the picturesque hills of this large lake, which derives its name from the Winnebago Indians.

MADISON, Wis.

The Capital of the State of Wisconsin, with a population of 13,426 souls in 1890, founded in 1837. The city is at once a commercial and educational center and a favorite summer resort. Its situation is of extraordinary beauty, in the heart of the "Four Lake country", so called from the lakes; Mendota (6×4 miles); Monona ($3 - 1/2 \times 2$ miles); Wambesa (3×2 miles) and Kegousa (3×2 miles). The University, the Capitol and other public buildings, are situated on commanding hills, overlooking the greater part of this charming region. The University of Wisconsin, founded in 1849, has a staff of 125 teachers and 1500 students and occupies sixteen buildings. The Washburn Observatory, on the summit of University Hill, containing a telescope of 15-1/2 inches aperture, is one of the best appointed observatories in the United States. The Wisconsin Historical Society has a library of 150,000 volumes and an excellent Collection of Works of Art. The Fulton Opera House is a remarkable building,

seating 1500 persons. Steamers run on Lakes Mendota and Menona, affording pleasant excursions. Longfellow depicted this locality and praised its "Fair lakes, serene and full of light, Fair town, arrayed in robes of white." Lake Mendota is a favorite resort of visitors to this region and the Monona Lake Assembly Grounds on the shore of Lake Monona. Ton-ya-wath-a Springs is another well known watering-place and summer resort, near Madison, especially patronized by the residents of the Southern States.

Railroads: C. & N.; I. C.

MANITOWOC, Wis.

A port and business centre, on Lake Michigan, about 100 miles north of Milwaukee.

Railroads: M. L. S. & W.

MEDFORD, Wis.

A pretty country town, with about 5000 inhabitants on the Wis. C. R. R. in the north-western part of the state.

MENOSHA, Wis.

At the foot of Lake Winnebago, has valuable water power; formerly an Indian village, inhabited by the Winnebago Indians.

MERRILL, Wis.

A business center of 7000 inhabitants, in Oneida County, famous for its pine and other lumber land and its supposed wealth of mineral deposits.

Railroads: C. M. & St. Paul.

MILWAUKEE, Wis.

RAILROADS:

Milwaukee is the railroad center of the state of Wisconsin. Fourteen railway systems either have their terminals in or pass through Milwaukee. There are five regular lines of steamers connected with railway lines on Lake Erie, which run regularly to and from Milwaukee. It is connected with Chicago by two railroads, which have finely fitted out depots in Milwaukee: The Chicago & Northwestern Railway, and The Chicago,

Milwaukee & St. Paul. Both lines charge \$2,25, chair cars 35 cents, Time two and one half to three hours, distance 85 miles from Chicago.

EXPRESS AND BAGGAGE:

Facilities are the same as in other cities. Electric cars are running through the principal streets; fare five cents. Omnibusses and two and one horse vehicles are at hand at the Railroad Depots, Hotels etc.

HOTELS:

Milwaukee possesses a great number of hotels. We recommend:

Republican House, corner Cedar and Third streets, American plan, \$2-3. This is a first class reliable hotel, with all modern appointments, centrally located.

Schlitz Hotel: Grand Avenue corner Third Street; European and American plan; from \$1 upwards; excellent location, elegantly furnished, fine cuisine, moderate prices.

Hotel Pfister: corner Wisconsin and Jefferson Streets, \$2,50 to \$5,-.

Milwaukee is the largest and most important city in the state of Wisconsin and one of the most active manufacturing cities of the north-west. It is situated admirably on the west coast of Michigan Lake at the affluence in the lake of the Milwaukee river. Within the limits of the city the Milwaukee river receives the affluence of two tributary rivers, the Munominee and Kinnickinnic. The harbor is excellent and the rivers deep enough to permit the biggest lake vessels to load and unload their freight at the doors of the stores. Milwaukee is German in the greater part of its population and customs. The streets are well laid out and finely built. It has about 250,000 inhabitants.

For two hundred years and for an untold period before, the present location of Milwaukee had been used as a peaceful meeting place of the Indians — the name Milwaukee meaning "Universal Council Grounds".

The Schlitz Hotel

MILWAUKEE, WIS.

Situated corner Grand Avenue and Third Street

in the heart of the City.

Conducted on the European Plan.

Homelike accommodations for 200 guests at reasonable rates.

Palm Garden. Restaurant. Bar Room.

PLEISS & HECK, Proprietors.

The first permanent white settlers came in 1818. The name of Salomon Juneau, an Indian trader, is reverentially held in memory of every inhabitant of Milwaukee as the father of the city. In 1837 the village of Milwaukee was organized and in 1846 it was incorporated as a city. The population at that time was 9,700.

The climate of Milwaukee is admirable; in fact it has a reputation as a summer resort, combining the conveniences and comforts of a city with the clear atmosphere of the country. The lawns, shaded streets and parks form a charming beauty to the surroundings.

The principal business street is Grand Avenue, running from East to West, beside Wisconsin Street and East Water Street.

PUBLIC BUILDINGS:

The most remarkable buildings are the *Post Office and Custom House*, corner of Wisconsin and Milwaukee Streets; the *Court House*, in the block formed by Jefferson, Jackson, Oneida and Michigan streets; the Chamber of Commerce Building in Michigan street; the Layton Art Gallery, corner Jefferson and Mason streets; the Exposition Building on Cedar street; the Public Library, 408 Grand Avenue. The three latter buildings form part of Milwaukee's educational institutions; the Exposition Building containing a museum of natural history, open each afternoon and Sundays. The Layton Art Gallery contains a most satisfactory collection of pictures, and is open to the public every day; Wednesday and Friday 25 cents. The Public Library is open from 9 to 9. There are innumerable scientific and educational organizations, where the intellectual side of life can be fully developed. The most prominent is the Milwaukee College.

Among the 115 churches and 18 chapels or missions, representing every religion are some edifices well worth examining. St. Paul's Episcopal Church, Trinity Lutheran Church, St. Antonius Catholik Church,

Immanuel Presbyterian Church and Plymouth Church.

Milwaukee possesses some fine private buildings. A visit to Pabst office building should be made by every traveler for its architectural beauties and the splendid view over the city and surroundings. Other remarkable office and store buildings are the Loan and Trust Building, Northwestern Mutual Life Insurance Company Building, The Friend Block, The Sentinel Building. Beautiful residences are those of Capt. Fred Pabst; Mrs. L. Schandein, John L. Mitchell on Grand Avenue, The Belvedere Flats etc. Splendid edifices are occupied by the leading hotels, like Pfister, Republican House, Schlitz Hotel, Plankinton House, Pabst Hotel.

THEATRES AND PLACES OF AMUSEMENTS.

Milwaukee possesses 4 first class theatres, besides many other places of amusement. The principal theatres are Davidson Theatre, Bijou Opera House, German Stadt Theater and the newest Pabst Theatre. The various beer gardens are a feature. No visitor should fail to visit *Schlitz Palm Garden*, a most unique pleasure resort, artistically decorated and studded with palms and plants. Concerts every evening. Refreshments of every description. Patronized by the best public.

Milwaukee is blessed with numerous parks. The Lake Shore Parks are beautiful and form with the boulevards a fine drive system. The most interesting and oldest is the Juneau Park located on a hill, viewing the river. Juneau Park contains the statue of Salomon Juneau and Leif Ericson. Fine driveway runs to Whitefish Bay along the river. On the south-east corner of the city is the Forest Home Cemetery.

Visitors to Milwaukee find among the chief points of interest which it is customary for tourists to visit the great Pabst Brewing Company, the largest institution of the kind in the world. The inception of this enterprise some fifty years ago, did not in its first years presage the won-

derful developement which has since characterized it. But from those very modest beginnings, growing as it has grown with the tendency of the American people toward mil'd beverages, this institution has waxed greater and greater, until now its

enormous business interests covering a whole country, are one of the wonders of this beautiful city.

Brewing, as the chief industry of Milwaukee, becomes a matter of great interest to every one journeying through the Badger State



Pabst Building.

and it has become quite the custom for excursionists to devote a portion of their time to its inspection. Naturally the greatest institution come in for the largest number of visitors and has therefore made adequate provision for their accomodation. Uniformed guides are constantly at hand to conduct the traveller through the immense building, and a place

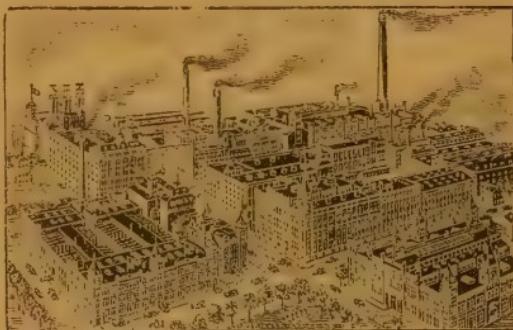
is provided where, free and without price, foaming tankards of the delectable beverage can be enjoyed with comfort. It requires no password or cabilistic sign or preliminary red tape to gain an entree to this unstinted hospitality, for all the visitor has to do is to present him or herself, as the case may be, at the main office of the institution and express

the desire to make a study of the finest development of the art, of Gambrinus.

A few statistics are somewhat interesting, but full information can be had from the little souvenir books published by the company and given to every visitor. For instance, the following figures show the increase in sales for each five years since 1865, and convey an idea of the growth of the business:

1865	1,111,111	10,908 brls.
1870	1,111,111	37,108 "
1875	1,111,111	115,649 "
1880	1,111,111	272,477 "
1885	1,111,111	385,234 "
1890	1,111,111	700,233 "
1895	1,111,111	955,150 "

The Pabst Brewing Company has over forty branches. These branches are owned and absolutely controlled by the home office and are under the direction of salaried officers and



View of the Brewery.

their assistants, who are paid directly by the home company. In addition to these branches the Company has some six hundred local agents, who purchase their beer exclusively, and who act as wholesale dealers in their product.

Other great industrial enterprises in and around Milwaukee are the world wide known Illinois Steel Company, the Edw. P. Allis Company manufacturers of engines and mill machinery; the Fuller-Warren Company, manufacturing stoves, ranges and heating apparatus; the Wisconsin Malleable Iron Company; the Hoffman & Billings Manufacturing Company; the Milwaukee Boiler Company; Vulcan Iron Works; Kieckhefer Bros. Company, manufacturers of stamped tin ware; Geuder & Taeschke Manufacturing Company, manufacturers of same article; Stock yards and Packing houses of Cudahy, Pfister & Vogel Leather Company; Northwestern Straw Works, manu-

facturing Ladies Straw Hats; Milwaukee Cement Works; Conway Cabinet Company, hardwood mantels; Steinman Lumber Company; F. Mayer Boot & Shoe Company; Rickers & Company's Soap Works; The Gem Hammock & Fly Net Company; Eagle Flour Company; Daisy Roller Mill Company etc. etc.

All these and other establishments have elegant offices in the city, which has also some fine department and speciality stores. Among the leading stores occupying fine buildings, special mention may be made of the T. A. Chapman Company dry goods; carpets, curtains and draperies Goldsmith & Co.; Stark Bros. Co., Wholesale Druggists are the Chas. Baumbach Company; Beals, Torrey & Co., boots and shoes; Bub & Ripp are manufacturers of Parlor Furniture; Mendel Smith & Company, importers and grocers; F. F. Adams Tobacco Company.

Near to Milwaukee, in every di-



Republican House

MILWAUKEE,

WISCONSIN.

Das älteste deutsche Gasthaus des Staates.

— The leading commercial hotel of the city. —

ALL MODERN IMPROVEMENTS.

FIRST CLASS SERVICE.

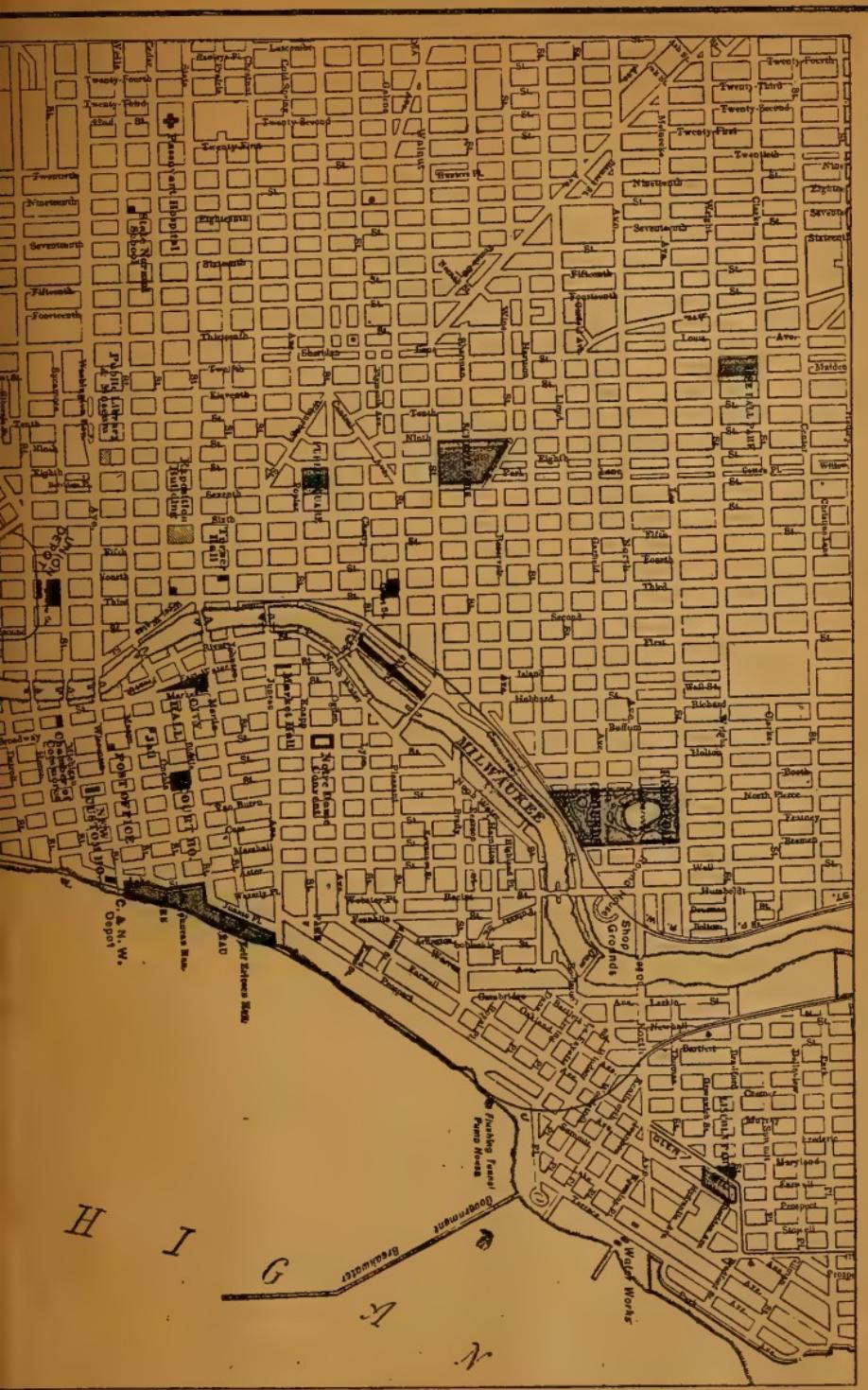
The only hotel in America having its own telephone system,
ice making and refrigerating plant, electric light, heat and
power plant and an absolutely fire proof addition.

Rates, with bath \$ 2.50 and \$ 3.00 per day, depending on location of
rooms — All others \$ 2.00 per day.

Alvin P. Kletzsch
MANAGER.



MILWAUKEE



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THIS MARK GUARANTEES PERFECT BREWING.

PABST BEER

is sold by all dealers throughout the United States,
and is acknowledged perfect.

ANNUAL CAPACITY
3,000,000 Barrels.

CAPITAL \$ 10,000,000.



*Visitors are always
welcome to inspect this
great plant.*

75



PABST BREWING COMPANY
MILWAUKEE, Wis.

rection are numerous inland lakes, reached by romantic drives. Along the shores of Lake Michigan are various resorts where summer amusement are to be found.

The National Soldiers' Home is situated three miles from the city. 20,000 invalids can find shelter in this large charitable enterprise, which contains a beautiful park, open to the public every week day.

An interesting excursion may be made twenty miles from Milwaukee to Waukesha, where the Bethesda fountain is located. This water is exported over the United States and to Europe as a preventative of Bright's disease and Diabetes.

NEENAH, Wis.

A place at the foot of Lake Winnebago, well known for its extensive paper mills, operated by the immense water power of the Fox River.

OSHKOSH, Wis.

The third city of Wisconsin, founded in 1836, having more than 24,000 inhabitants; a business center with large saw-mills and various manufactures.

Railroads: C. M. & St. P.; C. & N. W.; M. L. S. & W.; W. C.

PIKE LAKE, Wis.

N. P. R. L. S. D. Some 25 miles west of Ashland, on the Lake Superior Division, is a summer resort, the lake furnishing excellent sport for fishermen. Game also abounds in the surrounding country.

PORTRAGE City.

The head of navigation on the Wisconsin River, on the government canal, connecting the Wisconsin and Fox Rivers, at the junction of three divisions of the Chicago & North-Western R. R. Population about 6000, carrying on an extensive trade with the surrounding country and working in many factories. Railway repair shops, a High School, a large jail and a District Court House.

Railroads: C. M. & St. P.; W. C.

PORT WASHINGTON, Wis.

A fine port on Lake Michigan, north of Milwaukee, touched at by the steamers running to the northern ports of Lake Michigan.

PRAIRIE du CHIEN, Wis.

A prettily situated town of 3000 inhabitants on the eastern bank of the Mississippi River, 1-1/2 miles above the mouth of the Wisconsin River. It received its name from then Indian chief, the Dog (Chien), whose tribe formerly dwelt here and was captured by Colonel Mo Kay's Expedition in 1814. It is now an important shipping point, having varied and important manufactories.

Railroads: C. M. & St. P.; C. B. & N.

RACINE, Wis.

The fifth largest city of Wisconsin, at the mouth of the Root River, on a plateau, projecting five miles into Lake Erie. A very flourishing place, with a good harbor, finely laid out with shaded streets, contains many manufactories of agricultural implements, carriages and other vehicles. Main Street is the principal business thoroughfare, one part of it having some very fine residences. Racine is the seat of *Racine College* (Episcopal) a very prominent institution, covering ten acres of ground. The Public Schools are very good. Other educational establishments are:

**St. Catharine's Academy*; *Racine Academy* and *Mc. Murphy Home School*. Racine was settled in 1834, was incorporated as a city in 1848 and in 1890, had 21,104 inhabitants. It is a favorite summer resort and stopping place for steamers, coming from Chicago. A great many Germans have settled here.

Railroads: C. M. & St. P. C. & N. W.

RHINELANDER, Wis.

A timbering place on the Wisconsin River, with 2500 inhabitants, founded in 1750 by German immigrants.

SHEBOGGAN, Wis.

A lake port and business place, 50 miles north of Milwaukee, on Lake Michigan, founded in 1834, having at present some 20,000 inhabitants, mostly natives of Germany or their descendants. All publications, issued in the city, are in the German language.

Railroads. C. & N. W.; M. L. S. & W.

SUPERIOR, Wis.

N. P. R. L. S. D. County seat of Douglas county and metropolis of Northern Wisconsin, includes *West Superior*, *South Superior*, and *Superior*. Population 30,000. Situated on a level plateau at the head of Lake Superior, on the Wisconsin side of the St. Louis river and bay. Has an 18 feet harbor, with 44 miles of water front on St. Louis, Superior and Alloues bays. It has several trunk line railroads, and is the terminus of all of the lake lines engaged in Lake Superior traffic. In 1896 exceeding 3,000 of arrivals and clearances of vessels, were registered at the port collector's office, which enormous shipping has grown from 194 arrivals and clearances in 1884. The coal receipts for 1895 were 1,456,400 tons, and wheat receipts 25,486,000 bushels. Superior has twelve grain elevators with a storage capacity of 14,750,000 bushels; seven large coal docks; seven flouring mills with an operating capacity of 12,250 barrels a day, and a constructive capacity nearly double. Superior has an iron ore dock, and in all some 232 manufacturing industries including nearly every branch of industry. The complete product of its industries in 1895, according to the city statistician's report, figures \$ 15,375,4100 in value. There are six banks in the city with an aggregate capital of \$ 1,000,000.00. The city has a complete water system, electric and gas lights, twenty-two miles of street railway, ten school buildings, new State normal school, a board of trade, nearly thirty miles of paved street, an opera

house, three daily and eight weekly newspapers, large dry dock, ship yards, where the whalebacks are built, and several large saw-mills. The Lake Superior Terminal and Transfer Railway has built a union passenger station at West Superior which is used by the five railway lines running into this point, and this railway does the transferring for all the other roads. The Northern Pacific Railway connects Superior with Duluth by means of a bridge across the St. Louis River. The delightful summer climate and abundant fishing resorts make this city and vicinity a rendezvous for summer travelers in the Northwest, with elegant hotels for their accommodation. The Northern Pacific main line divides at this point, one line extending to West Superior and Duluth, and the other to Superior and thence to Ashland.

TOMAHAWK, Wis.

An important lumbering place, of 2500 inhabitants, north of Wausau, on the Wisconsin River.

TON-YA-WATH-A-SPRINGS, Wis.

A well known watering-place, near Madison, the capital of Wisconsin.

WATERTOWN, Wis.

One of the chief cities along the Rock River, near Beloit, Wisconsin.

WAUKESHA, Wis.

A well known health resort, largely owing to its ten magnesium springs, 21 miles from Milwaukee. The "Bethesda" Spring, discovered in 1868, is the best of them; its water is not only in extensive use in America, but also in England, especially as a cure for diabetes and Bright's disease. The Fountain Spring House, is a large hotel, capable of accommodating 800 guests, open only during the season.

Railroads: C. M. & St. Paul; C. & N. W.; W. C.

WAUSAN, Wis.

A very important place for the timber trade, with 12,000 inhabitants, on the Wisconsin River.

Railroads: C. M. & St. P.; M. L. S. & U.

WEST SUPERIOR, Wis.

In 1885 a small village of 300 souls, now a flourishing city of 10,000 inhabitants, situated on Lake Superior, opposite Duluth, with immense coal docks, elevators, iron pipe and steel works, the distributing docks and tanks of the Standard Oil Company for the North-West and the largest coal dock in the

world, with a capacity of 1,000,000 tons. Seven railways converge here upon a deep harbor, at the western end of Lake Superior.

Railroads: C. St. P. M. & O.; N. P.; St. P. M. & M.; St. P. & D.

WISCONSIN RIVER DALLES, Wis.

Near Kilburn City, the most picturesque point of the Wisconsin Valley, visited every year by thousands of tourists. The river flows here for more than five miles, through the "Dalles", between sheer walls of friable sandstone worn into curious forms by the action of the water.

WYOMING.

Wyoming, the youngest of the States, occupies a space between the 27th and 34th meridian of longitude west, and the 41st and 45th degree of north latitude, about 2,000 miles west from the Atlantic Ocean and 800 miles east of the Pacific, forming a parallelogram 365 miles east and west by 275 miles north to south, and containing nearly 100,000 square miles, or an area about as large as the six New England States and Indiana combined. It is bounded by Montana on the north, Dakota and Nebraska on the east, Colorado and Utah on the south, and Utah, Idaho and Montana on the west. The larger part of the present State was acquired by the Louisiana purchase from France in 1803, but a small portion of Southwestern Wyoming was obtained by the relinquishment of Mexico in the treaty of peace signed in 1848.

As late as 1870, the total population of Wyoming did not exceed ten thousand. The entire northern part of Wyoming was overrun with Indians, and it was not until 1876-77 that General George Crook succeeded in bringing these warlike tribes to peace.

The tribes of Indians then occupying Wyoming were the Sioux, Crows, Arapahoes, Shoshones, and remnants of other tribes. They remained here in greater or less numbers until compelled to go upon reservations elsewhere, the Utes on the south, in Colorado, the Sioux on the western limits of Dakota, the Crows on the southern limits of Montana, and the

Shoshones and Arapahoes near the eastern limits of Idaho and a reservation in the Wind River Valley of Wyoming. The early settlement and industrial interests of Wyoming were much retarded through the hostility of these tribes, miners and settlers being driven from their mines and homes. To-day there are no Indians within the limits of Wyoming, except the Arapahoes and the Shoshones. These Indians occupy the Wind River Reservation, covering an area of 1,520,000 acres. They are peaceful, and have made some progress in education and agricultural pursuits.

Wyoming takes its name from the Indian word "Maughwanwame", meaning plains, and first had its application in the Wyoming Valley of Pennsylvania. The general surface of the State is mountainous, with foot-hills, bold bluffs, broad rolling plains or undulating plateaus, with a mean elevation of about 6,000 feet. The average elevation is 1,000 feet less than Colorado. The extremes range from 3,000 to 14,000 feet above the sea level. Numerous rivers and their tributaries flow throughout the State, while the sublimity and grandeur of scenery is unsurpassed by any part of the globe. The principal ranges of mountains in Wyoming are the Wind River in the northwest, the Big Horn north of the center, the Black Hills in the northeast, the Laramie range south of the center, and the Rattlesnake and Sweetwater in the central portion of the State. Several of the great

rivers of the continent, including the Missouri, the Colorado, and the Columbia, have their headquarters in Wyoming. The Yellowstone and its tributaries, the Big Horn, Powder, Little Missouri, and Cheyenne, on the north, flow from the northern part of the State and empty into the Missouri; the Green River and its tributaries traverse the southwest, flowing into the Colorado, the Snake River is the chief tributary of the Columbia in the west, and the north fork of the Platte with its many tributaries flows through the center and southeastern portion of Wyoming. None of the rivers of the State are navigable, but they are the natural avenues for railroads, and along their banks will be located the future cities and towns of the commonwealth. The rich mineral treasures of the mountains will be poured into the valleys and plains, which in turn will supply the agricultural and stock-raising products.

Wyoming has a total area of 62,645,120 acres, of which the greater portion is adapted to grazing and agriculture; of this nearly 48,000,000 acres have been surveyed. It is estimated that between 12,000,000 and 15,000,000 acres can be successfully cultivated, and that nearly 10,000,000 acres are covered with timber.

The physical and scenic features of Wyoming are remarkable for their variety and grandeur. The State is, in the main, broken in its general surface features, here and there rising from undulating plains to lofty mountains. Illustrating this, the great plains of Nebraska extend into Eastern Wyoming from 40 to 70 miles, when they gradually rise to an elevation of from 6,000 to 9,000 feet above sea level, thus forming the Laramie or Black Hills Range, a part of the eastern spur of the Rocky Mountain system which extends from the British possessions through Western Montana into Wyoming from its northwest corner to the southeast, into Colorado, and southward across the continent.

The largest lake in Wyoming is Yellowstone. It is about 22 miles long from south to north, and from

10 to 15 miles wide from east to west, and has been sounded at the depth of 300 feet. It is a beautiful expanse of water, cold, clear, and filled with vegetable growths, and abounding with salmon trout.

Upon the divides on either side of Yellowstone Lake are numerous small lakes at an elevation of 10,000 to 11,000 feet above sea level, many of which have no outlet, being merely reservoirs for the elevated plateaus. To the southwest of Yellowstone Lake are three lesser lakes—Shoshone, Lewis, and Madison—besides other small ones. The former is the largest, being about 5 miles long and 3 miles wide, and has an altitude of 8,000 feet above the sea. Lewis Lake, some 5 miles south of Shoshone, is a clear body of water some $2\frac{1}{2}$ miles long by $1\frac{1}{2}$ miles wide. Four or 5 miles west of the west branch of Shoshone is Madison Lake, a beautiful body, skirted with a dense pine forest. It is about 3 miles long north and south, and 2 miles wide east and west. Some 10 miles south of Yellowstone Lake lies Heart Lake, which is one of the sources of Snake River, and nearly as large as Lewis Lake. Besides these there are other lesser bodies, lakelets, nestling on the mountain plateaus and in the lower valleys, which are interesting attractions to the Park region.

Descending into Snake River Valley we find, some 40 miles from its source, Jackson's Lake, an irregular body some 8 miles in length, and from 2 to 3 in width, with a sounding of 250 feet in depth, and with a good sized island. Just below Jackson's Lake are two other lakes, Leigh's and Jenney's, about a mile apart, and which are some 2 miles long by half a mile wide each. Still farther south down this valley, are two more interesting lakes, called Taggart and Phelps, which are more or less surrounded by moraines or glacial walls from 150 to 420 feet above the lakes.

Passing southward into the Green River Valley, we find Fremont's Lake, a body some 8 to 10 miles long and some $2\frac{1}{2}$ miles wide, lying about 12 miles from Fremont's Peak in the Wind River Range. Still

farther to the southwest, on the plateau of the Bear River Range, near the source of Salt River, lies a beautiful emerald lake, called Alice. There are hundreds of other lesser lakes scattered over the entire area of Wyoming that are useful and beautiful, but too numerous to mention. These beautiful and interesting little reservoirs of the drainage system of Wyoming are, to a greater or less extent, scattered all through the mountain ranges and plains of the State.

Switzerland has its Alpine mountain ranges and their accompany-features of nature, which command the admiration and wonder of tourists from all lands. So, too, has Wyoming its "Alpine" ranges in the Rocky Mountain chain, which with its collateral off-shoots and spurs, rises in lofty grandeur throughout its domain. Its snow-capped peaks, its valleys, basins, and plains are marked with many wonderful curiosities, wrought by the steady, quiet hand of Nature through the various elements at her command, which tell us of the long ages of the past. The wonderful power of these elements—atmosphere, heat, and water—in their various relations, is here demonstrated in the upheavals, the depressions, the deep, rock-cut cañons, awe-inspiring cataracts and beautiful cascades, fantastic rocky monuments carved from mountain ranges by the erosive and glacial action of ages past. Mounds, buttes, and dunes rise with artistic symmetry, as though thoughtful skill had formed them rather than the action of the drift. These, with the water-courses that flow from mountain ranges down through deep valleys and cañons, falling over rocky ledges for hundreds of feet, across grass-covered plains, and with numerous lakes embosomed on the high plateaus, slopes, and bases of these ranges, present scenic views doubtless more grand and more wonderful than any other region of country on the globe.

Of mountain peaks there are but few on the North and South American continents of greater elevation than Fremont's Peak, of the Wind River Range—13,790 feet above the sea: in

fact, there are but few on the globe higher. Among the higher peaks of the several mountain ranges of the State are Wind River Peak, 13,400 feet; Grand Teton Peak, of the Teton Range, 13,690 feet; Mount Sheridan, 13,091, and Mount Washburn, 10,316 feet, of the Yellowstone Range; Index Peak, Shoshone Range, 11,500 feet; Wyoming Peak, of Wyoming Range, 11,490 feet; Gros Ventre Peak, 11,570 feet, and Atlantic Peak, 12,700, both of Wind River Range; Yont's Peak, Shoshone Range, 11,700 feet; Soda Peak, 9,683; Whisky Peak, 9,273; Semenoe Peak, 9,930 feet, of the Rattlesnake Range; Washakie Needles, Owl Creek Range, 12,253; Black Butte, Laramie Range, 11,000 feet.

Wyoming has superior climatic advantages. Remote from the sea-coast and large bodies of water, there is but little fog or rain, and the general prevalence of sunshine renders the atmosphere dry, rare, and clear. Cloudy days are the exception. Objects are seen at great distances, and the atmospheric influence on the human system is bracing and healthful.

ALMY, Wy.

Three miles west of Evanston in Uinta County, with about 1500 inhabitants.

BUFFALO, Wy.

Buffalo, the county seat of Johnson County, is located on Clear Creek, 225 miles north of the Union Pacific Railway. The city has an electric light plant, water-works, a \$ 40,000 court-house, a \$ 15,000 three-story brick flouring mill, good school buildings, national banks, two newspapers, several churches and numerous brick residences and buildings. Fort McKinney, a regimental post, is situated two miles from the city. The scenery about the post and city is very fine. Telegraph and telephone lines connect the city with the fort and with railroad points. Buffalo has a good volunteer fire department, building association and board of trade. Fraternal societies are well represented. A United States land office is situated here.

CARBON, Wyoming.

This town, with a population of 1,150, is, exclusively, a coal mining district.

CASPER, Wyoming.

The new town of Casper is in the northeastern part of the county. It is surrounded by a fine grazing country, the centre of an extensive oil basin and numerous soda lakes. The town has several large mercantile establishments, a bank, and weekly newspaper. Freight in large quantities is shipped from Casper to Landers and Fort Washakie.

CHEYENNE, Wy.

The county seat of Laramie county and capital of the State is on Crow Creek, in the southern part of the county. It is a well laid out, handsomely built city, and is noted for the enterprise of its citizens. It was designated as the capital of the Territory in 1869, and the adopted constitution for Wyoming makes it the State capital. Cheyenne is 516 miles from Omaha, on the Union Pacific, and is at the junction of the Cheyenne & Northern, Colorado Central, and Denver Pacific railways. Extensive shops of the Union Pacific are located here.

Cheyenne has an extensive system of water-works, good sewerage system, fire department and fire alarm system, telephone exchange, electric and gas light in streets and buildings, opera house, club houses, expensive business blocks and elegant residences, ten churches, four banks with an average capital of over a million dollars, and three daily and three weekly newspapers. The city has three large public school buildings and another authorized to be built; a convent building erected at a cost of nearly \$50,000; deaf, dumb, and blind asylum; county hospital, and also a capitol building. The city has a very handsome public park, covering four blocks, commodious hotels, street cars, and substantial and fine society buildings; such as Masons, Odd Fellows, Knights of Pythias, etc.

Fort Russel, three miles northwest of Cheyenne, is a permanent military post, the largest and most important in the Department of the Platte. It has lately been supplied with modern water and sewerage system, and the buildings for officers and men are of brick, containing all the modern improvements.

Cheyenne enjoys a free mail-delivery system. It is the supply point for an extensive stock-raising country adjoining. The city is justly noted for its buildings, numerous shade trees, lawns, stone and cement sidewalks, and perfectly graded streets. The State Fair Association grounds are a mile from the city. Cheyenne has a board of trade, a Young Men's Christian Association, with free reading-room and gymnasium, and fraternal societies are well represented. The Union Pacific has here a handsome station building of red and gray sandstone, 225 by 56 feet in size, two and three stories high, and costing over \$100,000.

DANA, Wyoming.

A coal mining place, in Carbon County. The output is of excellent quality.

DOUGLAS, Wy.

The country seat of Converse County on the Platte River. It is a town of about 800 inh.

EVANSTON, Wy.

This city is the county seat, of Uinta County, has a population of 1,995, and is one of the most prosperous and promising towns in the State. It is pleasantly situated in the Bear River Valley, with many natural advantages. It is the home of wealthy cattlemen, mine owners and bankers, and is improving very rapidly. The Union Pacific shops, located here, employ a number of skilled mechanics. The city has two banks, two newspapers, five churches, good-school-houses, electric-light plant, waterworks and other improvements. The State insane asylum is situated here, and also the United States land office for the Evanston district.

GLENROCK, Wyo.

Town in Converse County. Here are the mines of the Dale Creek Coal Company.

HANNA, Wyoming.

A coal mining place, in Carbon County; the coal mined is of good quality.

INEZ, Wyo.

16 miles from Douglas, are the mines of the Fettermann Coal Company.

LANDER, Wyo.

The county seat of Fremont County is a prosperous town. It has a bank, two weekly papers, good schools and a well-built court house. The Shoshone Indian Agency and the military post of Fort Washakie are located about 15 miles from the county seat. Lander has a flouring mill and a electric light plant. The town is reached by stage from the U. P. at Rawlins, 130 miles south.

LARAMIE, Wyoming.

The principal trade centre and County Seat of Albany County, with a population of 6,500. It is a supply point for ranchmen, miners, and the important railroad and manufacturing interests that have been located there. Extensive machine shops, employing several hundred men, are in operation; also a large rolling mill, a burnetizing establishment for the treatment of railroad ties, and chemical works for refining and preparation of the natural soda for market. Laramie has a flouring mill, glass works for the manufacture of window glass, a tannery, soap works, planing mill, and numerous other enterprises. The Wyoming University, in which the citizens of Laramie take great delight, is located here; also a private school and hospital under the care of Sisters of Charity. There is a substantial county court-house and jail, constructed of brick and stone, and fine school buildings, churches, residences and business establishments. The city has one daily and three weekly newspapers and a religious monthly, three national banks, water and

sewerage systems, electric light, telephone, exchange, opera house, fine buildings erected by various fraternal societies, etc. Laramie is the home of the Episcopal bishop of Wyoming and Idaho. The State fish hatchery is within 5 miles of the city, and the United States penitentiary a half mile outside the city limits.

LUSK, Wyo.

Town in Converse County on the Niobrara River, in the midst of good grazing country.

RAWLINS, Wyo.

This city is on the Union Pacific Railway, and is the county seat of Carbon county. Its altitude is about 7,000 feet. It is a short distance off the crest of the continental divide, where it is crossed by the Union Pacific. Rawlins has a population of 2,235, is the terminus of the east and west mountain divisions of the railroad, and has roundhouses and quite extensive machine shops, employing a large number of men. Rawlins is quite a distributing point, having trade with the outlying country a distance of about 200 miles north and south of the railroad. Daily and tri-weekly mail stages leave here for northern and southern points. The State penitentiary, to cost \$100,000 when finished, is being constructed here, and the public school houses of the county and city are substantial and handsome buildings. The court-house, erected of stone, cost nearly \$50,000, a public school-house \$35,000, and one of the fine business blocks has been erected at an outlay of over \$50,000. There are many other substantial business houses, besides residences, several churches, opera-house, etc. Rawlins has a weekly newspaper and one banking institution.

ROCK SPRINGS, Wyo.

Rock Springs, in Sweetwater county, on the Union Pacific, is a mining city of 3,400 inhabitants and is in the best coal-producing county in the Rocky Mountains. The Rock Springs coal is justly celebrated from the Pacific Ocean to the Missouri River. The city has a water-works system

which cost exceeding \$200,000. Its streets and buildings are lighted with arc and incandescent electric lights. It has a bank, two newspapers, two schools, four churches, a volunteer fire department, excellent commercial houses, suitable hotels and numerous residences.

SARATOGA, Wy.

So called on account of its hot sulphur springs in the southern part of Carbon County, on the banks of the Platte River.

SHERIDAN, Wy.

Is the seat of government of Sheridan county, beautifully situated near the junction of Big and Little Goose creeks. The town is surrounded on all sides by broad and fertile

valleys, well watered and producing in abundance a large variety of agricultural products. No town in the State is situated in the midst of so extensive a farming region, good roads, well graded and bridged, being laid out in all directions. It partakes largely of the nature of the growing towns and cities of the grain-growing Western States. There are a dozen or more mercantile establishments, representing the different lines, and residences and general buildings in proportion. It has an artesian well, supplying pure soft water.

SUNDANCE, Wy.

The County seat of Crook County and has a nice court house and town hall.

YELLOWSTONE NATIONAL PARK.

While the Park is a reservation directly under the control of the general Government, yet it lies almost wholly within the boundary of Wyoming, and is justly regarded with pride by all its citizens.

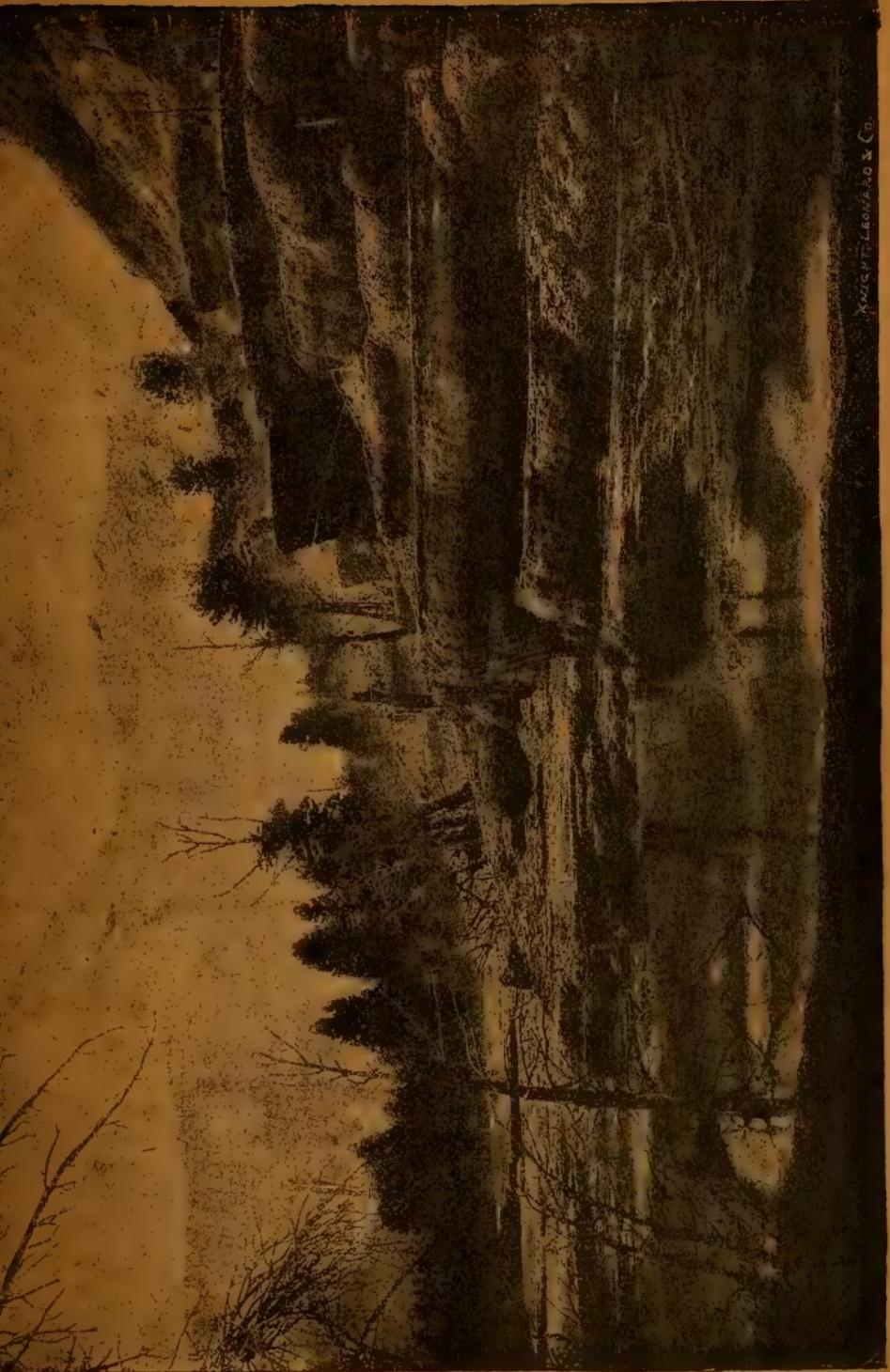
"The Yellowstone National Park occupies an area reported as 61,8 miles long by 56,6 miles wide, in the northwestern corner of Wyoming, with the exception of about two miles which project on the northern border of Montana, and a strip of about the same width extending over into Montana and Idaho.

"It can be described as a region of hot springs and geysers, mountains, cañons, lakes and waterfalls. The beauty and grandeur of its scenery are not excelled by any locality. Here are found the largest and most numerous geysers in the world. No less than seventy of these are active geysers, some of which throw up columns of boiling water and steam over 250 feet in height, while there are thousands of boiling hot springs in whose depth are reflected all the prismatic colors of the rainbow. Besides the geysers are majestic mountains, beautiful lakes and rivers, with numerous cascades, rapids, and waterfalls. The Lower Falls of the Yellowstone are over 350 feet in height, and with the Grand Cañon, are not surpassed by any scenery in the world. Differing from the splendors of Niagara or the Yosemite, it is no less impressive.

"Although exploring parties at various times, passed on all sides of this most curious region, its wonders remained undiscovered until 1870, and it was not until 1872, after the explorations of Dr. F. V. Hayden, that it was withdrawn from settlement and set apart for all time as a pleasure ground for the people. It is not strange that the Park remained thus unexplored, situated as it was on a plateau 8,000 feet above the sea-level, and surrounded on all sides by lofty mountains, the sides of which were covered with a dense growth of pine forests, and snow-capped summits 10,000 to 13,000 feet high. The only approaches to the Park were over these mountains, filled with fallen timber, or through deep cañons, whose precipitous heights and rushing rivers made them dangerous and well nigh impassable. Having crossed the mountains or passed through one of the deep gorges, the surface of the Park is found to be undulating, and since roads have been cut through, the various points of interest are easily accessible.

"The Mammoth Hot Springs, Norris Basin, Lower and Upper Geyser Basin, Yellowstone Lake, and the Grand Cañon and Falls of the Yellowstone, are the principal points visited by tourists, and embrace a circuit of about 150 miles by stage or private conveyance.

PULPIT TERRACES, MAMMOTH HOT SPRINGS, YELLOWSTONE NATIONAL PARK — reached via the Union Pacific System.



Railroads, Stages, and Hotels.

The hotels in the Park are managed by the Yellowstone Park Association under certain restrictions of the Government. They afford comfortable accomodation at \$.4 per day. Wagons, saddle horses, and guides can be obtained at reasonable rates. The Union Pacific Railway sells round-trip tickets to the Park via Beaver Cañon, on the Utah Northern Railway, from the west. The season in the Park is limited to between the 15th of June and the 30th of September.

"The usual time spent by tourists in the Park is from three to seven days, but more than twice that time could be taken up in visiting the many places of interest. New objects are constantly being dicovered that add to its almost endless attractions.

A steamboat plies on Yellowstone Lake along a shore line 112 miles in length.

This beautiful sheet of water of irregular shape is about 30 miles long, with an average width of from 12 to 15 miles. There are besides in this vicinity the beautiful Shoshone Lake and Heart Lake under the shadow of Mount Sheridan. It is this vicinity that the Utah Northern (Union Pacific) has projected a road to be built in the near future, enabling tourists to reach the Park at its southern extremity. From Beaver Cañon the distance is nearly 100 miles to the lower Geyser Basin through a beautiful mountain region that affords fine hunting and fishing just outside the Park. A stop may be made midway, at Henry Fork, a tributary of Snake River, a place that has the reputation of being a paradise for the huntsman.

The park is protected by two companies of cavalry, 160 men. The cavalry make excellent police for a domain of more than 3,500 square miles.

List of places.

Aberdeen, S D	389	Arlee, Mont	226	Bay Ridge, Md	156
Aberdeen, Wash	424	Asbury Park, N J	251	Bay City	188
Abilene, Ks	134	Ashland, Ore	361	Beach Haven, N J	253
Abilene, Tex	394	Ashland, Wis	444	Beatrice, Neb	238
Adams, Neb	238	Ashville, N C	338	Beaver Island, Mich	189
Adirondack, N Y	263	Aspen, Col	76	Bedford, Ind	125
Adrian, Mich	187	Astoria, Ore	361	Bedford, Pa	370
Adrian, N Dak	340	Atchison, Ks	135	Belfast, Me	153
Afogniak, Al	36	Athena, Ore	361	Belgrade, Mon	226
Ainslie, Wash	424	Athens, Ga	93	Belkovsky, Al	37
Aitkin, Minn	197	Athens, Ohio	349	Bellefontaine, Ohio	349
Akoka, Minn	197	Atkin, Minn	206	Belleville, Ill	101
Akron, Ohio	349	Atlanta, Ga	93	Belleville, Ks	135
Alameda, Cal	57	Atlantic City, N J	253	Bellows Falls, Vt	420
Albany, N Y	265	Attu Island, Al	37	Beloit, Ks	135
Albany, Ore	360	Auburn, Me	152	Beloit, Wis	444
Albion, Neb	238	Auburn, N Y	267	Benverton, Ore	362
Albion, N Y	266	Auburn, Wash	424	Berkeley, N J	253
Albuquerque, N M	260	Audubon, Minn	198	Berkshire Hills,	
Aleutian Islands, Al	36	Augusta, Ga	93	Mass	172
Alexandria Bay, NY	267	Augusta, Me	152	Berner's Bay, Al	37
Alexandria, La	150	Aurora, Ill	101	Bessemer, Ala	18
Alitak, Al	36	Aurora, Ore	361	Bethlehem, N H	249
Allegheny, Pa	369	Austin, Tex	394	Bethlehem, Pa	370
Allentown, Pa	369	Avalon, N J	253	Biddeford, Me	153
Alliance, Ohio	349	Avon, Mon	226	Big Lake, Minn	198
Alma, Neb	238			Big Springs, Neb	238
Almy, Wy	456	Bablon, Long Island, N Y	267	Big Timber, Mon	226
Alpena, Mich	188	Baker City, Ore	361	Billings, Mon	226
Altamont, Md	156	Baldwin, Col	74	Binghamton, N Y	268
Alton, Ill	101	Ballard, Wash	424	Birmingham, Ala	21
Altoona, Pa	369	Ballston Spea, N Y	267	Blaine, Wash	424
American Fork, Ut	417	Baltimore, Md	158	Bloomington, Ill	101
Amsterdam, N Y	267	Bangor, Me	152	Blossburg, Mon	227
Anaconda, Mon	226	Bar Harbor, Me	152	Blue Mountain, Mel	156
Anacortes, Wash	424	Barnegat City, N J	253	Bluffton, Ala	18
Ank Settlements, Al	36	Barnegat Pier, N J	253	Bois Blanc Island,	
Ann Arbor	188	Basin, Mon	226	Mich	189
Annapolis, Md	155	Batavia, N Y	268	Boise City, Idaho	96
Anniston, Ala	18	Batesville, Ark	52	Bonham, Tex	395
Anrik, Al	37	Bath, Me	152	Bonner, Mon	227
Anthony, Ks	134	Baton Rouge, La	150	Boonville, Mo	214
Appleton, Wis	443	Battle Creek, Mich	188	Boothbay, Me	153
Aptos, Cal	57	Battle Lake, Minn	198	Boreas, Col	74
Arkansas City, Ks	135	Bayonne, N J	253	Boston, Mass	177
Arkansas Post, Ark	52			Boulder, Col	76

Boulder, Mon	227	Chattanooga, Tenn	391	Cresson, Pa	370
Bowie, Tex	395	Chautauqua, Point		Creswell, Ore	362
Bozeman, Mon	227	Chautauqua or Celeron N Y	270	Cumberland, Md	156
Brainerd, Minn	198	Cheboygan, Mich	189	Custer, Mon	229
Breckenridge, Col	74	Chehalis, Wash	425	Crystal Springs, No Dak	341
Breckenridge, Minn	198	Chelsea, Mass	172	Dallas, Ore	362
Bridgehampton, NY	268	Cheney, Wash	425	Dallas, Tex	395
Bridgeport, Conn	79	Chester, Pa	370	Dalrymple, No Dak	341
Bridgeton, N J	254	Cheyenne, Wy	457	Dalton, Ga	94
Brockfort, N Y	268	Chicago, Ill	104	Danbury, Conn	79
Brownsville, Ore	362	Chicory, Mon	228	Dansville, N Y	270
Brunswick, Ga	93	Chillicothe, Ohio	349	Davenport, Ia	132
Brunswick, Me	153	Chippewa Falls, Wis	444	Davenport, No Dak	341
Buckley, Wash	425	Cincinnati, Ohio	350	Davenport, Wash	426
Bucoda, Wash	425	Cinnabar, Mon	228	Dawson, No Dak	341
Buena Vista, Col	72	Clarksville, Tex	395	Dayton, Ohio	353
Buffalo, No Dak	341	Clark's Fork, Idaho	97	Dayton, Wash	426
Buffalo, N Y	268	Clay Centre, Ks	135	Dazey, No Dak	341
Buffalo, Wy	456	Clayton, N M	261	Deadwood, S D	389
Burke, Idaho	97	Clealum Junct, Wash	426	Decatur, Ala	18
Burlington, Ja	131	Clear Lake, Minn	199	Decatur, Ill	102
Burlington, Vt	420	Cleveland, Ohio	351	Decatur, Tex	397
Butte, Mon	227	Clifton Springs, NY	270	Deer Creek, Minn	199
Cairo, Ill	102	Clitheral, Minn	199	Deer Lodge, Mon	229
Cambridge, Md	156	Clyde, Ks	135	Deer Park, Md	156
Camden, Ark	52	Coeur d'Alene City, Idaho	97	Deer Wood, Minn	199
Camden, N J	254	Cold Water, Mich	189	Delarof Bay, Al	37
Camp Capitola, Cal	58	Colfax, Wash	426	Delaware City, Del	84
Camp Goodall, Cal	58	Colorado City, Col	77	Delaware, Ohio	354
Canandaigua, N Y	269	Colorado Springs, Col	77	Denison, Tex	397
Canby, Ore	362	Colton, Wash	426	Denver, Col	67
Canton, Ohio	349	Columbia, Mo	214	Des Moines, Ia	132
Canton, Mo	214	Columbia S C	388	Detroit, Mich	189
Cape May, N J	254	Columbus, Ga	93	Detroit, Minn	199
Carbonado, Wash	425	Columbus, Ky	145	Dickinson, No Dak	342
Carbondale, Pa	370	Columbus, Miss	208	Dilley, Ore	363
Carlton, Minn	199	Columbus, Mon	229	Douglas City, Al	37
Carrington, No Dak	341	Columbus Neb	239	Dover, Del	84
Carson City, Nev	247	Columbus, Ohio	353	Dover, N H	249
Cartersville, Ga	93	Como, Col	71	Drain, Ore	363
Carthage, Mo	214	Concord, N H	249	Drayton, No Dak	342
Castle Rock, Wash	425	Concordia, Ks	135	Dresden, Ohio	354
Casselton, No Dak	341	Conneaut, Ohio	353	Drummond, Mon	229
Catskill, N Y	269	Cooperstown, N Y	270	Dubuque, Ia	132
Catskill, Mountains N Y	269	Cooperstown, No Dak	341	Duluth, Minn	200
Cedar Key, Fla	87	Corning, N Y	270	Dunkirk, N Y	270
Cedar Point, Col	67	Corsicana, Tex	395	Duquoin, Ill	102
Cedar Rapids, Ia	131	Cortland, N Y	270	Dutch Harbor, Al	37
Cedar Rapids, Neb	239	Corvallis, Ore	362	Dyea, Al	37
Central Point, Ore	362	Coshocton, Ohio	353	East St. Louis, Ill	102
Centralia, Ill	102	Cottage Grove, Ore	362	Easton, Pa	370
Centralia, Wash	425	Council Bluffs, Ia	132	Edgement, Al	37
Chambersburg, Pa	370	Covington, Ky	145	Edgelly, No Dak	342
Champaign, Ill	102	Cranfordsville, Ind	125	Elgin, Ill	102
Charleston, S C	387	Cresco, Pa	370	Elizabeth, N J	254
Charleston, W Va	442			Elkhart, Ind	126
Charlotte, N C	388				

Elk River, Minn	200	Francfort, Ky	145	Gunnison, Col	74
Elkhorn, Mon	229	Frazee, Minn	201	Hagerstown, Md	157
Ellensburg, Wash	427	Frederick, Md	157	Hailey, Idaho	98
Elliston, Mon	229	Frémont, Nebr	239	Halsee, Ore	364
Ellis, Ks	135	Frenchtown, Mon	229	Hamilton, Mon	230
Elsworth, Ks	136	Fresno, Cal	58	Hamilton, Ohio	354
Ellsworth, Me	153	Friedensville, Pa	371	Hampton, Va	421
Elma, Wash	427	Fullerton, Neb	239	Hancock, Col	72
Elmira, N Y	271	Gainesville, Ark	52	Hannibal, Mo	215
El Paso, Tex	397	Gainesville, Fla	89	Harrisburg, Ore	364
Elwood, Ind	126	Gainesville, Ga	94	Harrisburg, Pa	371
Erie, Pa	371	Galena, Ill	102	Harrodsburg, Ky	145
Estabrook Park, Col	71	Galesburg, Ill	102	Hartford, Conn	79
Estes Park, Col	76	Gallatin, Mon	230	Hastings, Neb	240
Eufaula, Ala	18	Galveston, Tex	399	HauserJunct, Idaho	98
Eugene, Ore	363	Gardiner, Me	153	Haverstrand, N Y	271
Evanston, Ill	102	Garfield, Wash	428	Havre de grace, Md	157
Evanston, Wis	457	Garos, Col	71	Hawley, Minn	201
Evansville, Ind	126	Gaylord, Mon	230	Hays, Ks	136
Everett, Wash	427	Garrison, Mon	230	Helena, Ark	53
Fairbury, Neb	239	Geneva, N Y	271	Helena Mon	230
Fairfield, Neb	239	Genoa, Neb	239	Henning, Minn	201
Fairfield, Wash	428	Gensee, Idaho	97	Henrietta, Tex	401
Fairhaven, Wash	428	Georgetown, Tex	400	Heppner, Ore	364
Fairplay, Col	71	Georgetown, S C	388	Hill Top, Col	71
Fall River, Mass	173	Gervais, Ore	363	Hillsboro, Ore	364
Falls View, N Y	274	Gilby, No Dak	343	Hillsboro, Tex	401
Fargo, No Dak	342	Gladstone, Mich	191	Hoboken, N J	254
Farmington, Wash	428	Gladstone, No Dak	343	Holly Springs, Miss	208
Fergus Falls, Minn	200	Glen Cove, N Y	271	Holton, Ks	136
Fernandina, Fla	89	Glendale, Ore	363	Holyske, Mass	173
Ferris Hot Springs, Mon	229	Glendive, Mon	230	Homer, N Y	271
First View, Col	67	Glen Falls, N Y	271	Homosassa, Fl	89
Fisher's Island, N Y	271	Glen Station, N H	249	Hood River, Ore	364
Fishkill, N Y	271	Glenwood, Minn	201	Hope, Idaho	98
Fitchburg, Mass	173	Glenwood, Springs Col	76	Hoquiam, Wash	428
Florence, Al	18	Gloucester, Mass	173	Hornellsville, N Y	271
Florence, Mon	229	Glyndon, Minn	201	Hortense, Col	72
Florence, N C	338	Gothenburg, Neb	240	Hot Springs, Ark	49
Folsom Springs, NM	261	Grafton, No Dak	343	Hot Springs, S D	389
Fond du Lac, Wis	445	Grand Haven, Mich	191	Houston, Tex	401
Forest Grove, Ore	263	Grand Island, Nebr	240	Hudson, N Y	271
ForestRiver, NoDak	343	GrandForksNoDak	343	Hugo, Col	67
Forsythe, Mon	229	Grand Rapids	191	Humboldt Harb, Al	38
Fort Alger, Al	37	Grantsdale, Mon	230	Huna, Al	38
Fort Collins, Col	76	Grant's Pass, Ore	364	Hunter's Hot Springs, Mon	231
Fort Keogh, Mon	229	Graymont, Col	70	Huntsville, Al	19
Fort Logan, Col	71	Great Shoshone Fall, Id	97	Huntsville, Tex	402
Fort Payne, Ala	19	Greely, Col	78	Huron, S D	389
Fort Ripley, Minn	201	Greencastle, Ind	126	HurnoniaBach, Mich	191
Fort Scott, Ks	136	Greefield Mass	173	Hutchinson, Ks	136
Fort Smith, Ark	52	Greenville, Ark	52	Icy Cape, Al	38
Fort Tongas, Al	37	Greenville, S C	388	Iliuliuk, Al	38
Fort Wayne, Ind	126	Greenville, Tex	400	Independence, Ore	364
Fort Worth, Tex	398	Greenwich, Conn	79	Indianapolis, Ind	126
Fort Wrangel, Al	37	Grey Eagle, Minn	201	Iowa City, Ia	132
Fort Yukon, Al	38			Ironton, Ohio	354

Iron Mountain, Mon	232	Lake Park, Minn.	201	Manchester, N H	250
Ithaca, N Y	271	Lakeside, Ohio	354	Mandan, No Dak	344
Jackson, Mich	192	Lakewood, N J	257	Manhattan, Ks	138
Jackson, Miss	208	Lancaster, Pa	371	Manhattan, Mon	232
Jackson, N H	249	Lansing, Mich	192	Manistee, Mich	192
Jacksonville, Fla	89	Lansingburg, N Y	273	Manistique, Mich	193
Jacksonville, Ill	102	Laredo, Tex	403	Manitou, Col	77
Jamestown, N Y	272	Las Vegas Hot Springs, N M	261	Mansfield, Ohio	355
Jamestown, No Dak	343	Las Vegas, N M	261	Mapleton, No Dak	345
Janesville, Wis	445	Laurel, Mon	232	Marietta, Ga	94
Jefferson City, Mo	215	Lawrence, Ks	137	Marietta, Ohio	355
Jefferson, Mon	232	Lawrence, Mass	173	Marine City, Mich	193
Jefferson, N H	249	Leadville, Col	74	Marquette, Mich	193
Jefferson, Ore	364	Leavensworth, Ks	138	Marshall, Tex	403
Jefferson, Tex	403	Lebanon, Ore	365	Marshalltown, Ia	133
Jeffersonville, Ind	126	Leeds, No Dak	344	Martin, Wash	430
Jersey City, N J	257	Lehigh, Ind Terr	130	Martinsburg, W Va	442
Joliet, Ill	102	Leramie, Wy	458	Marysville, Mon	233
Juliaetta, Idaho	98	Lewes, Del	85	Massena Springs, N Y	273
Juma, Ariz	43	Lewiston, Me	153	Massillon, Ohio	355
Junction City, Ks	137	Lewiston, Idaho	99	Maysville, Ky	146
Junction City, Ore	364	Lexington, Ky	146	Mc Gees, Col	72
Juneau, Al	38	Lexington, Neb	241	Mc Minnville, Ore	365
Kadiak, Al	38	Liberty, N Y	273	Mc Pherson, Ks	138
Kalama, Wash	429	Lima, Ohio	354	Meckinsck, No Dak	345
Kankakee, Ill	102	Lincoln, Neb	241	Medford, Ore	365
Kansas City, Ks	137	Linnton, Ore	365	Medical Lake, Wash	430
Kansas City, Mo	215	Lisbon, No Dak	344	Medina, N.Y.	273
Karluk, Al	39	Little Falls, Minn	202	Memphis, Tenn	392
Kearney, Neb	240	Little Falls, N Y	273	Meriden, Conn	81
Kelso, Wash	429	Little Rock, Ark	53	Meridian, Miss	216
Kendrick, Idaho	98	Livingston, Mon	232	Mexico, Mo	215
Kenosha, Col	71	Lockport, N Y	273	Middletown, Conn	82
Kenosha, Wis	445	Logan, Mon	232	Middletown, N Y	273
Kent, Wash	429	Logan, Utah	417	Miles City, Mon	233
Keokuk, Ia	132	Logansport, Ind	127	Milledgeville, Ga	94
Ketchum, Idaho	98	London, Ohio	354	Milnor, No Dak	345
Key West, Fla	87	Long Branch, N J	257	Milton, Ore	365
Kimball, Neb	241	Longmont, Col	76	Milwaukie, Ore	365
Kingston, N Y	272	Longport, N J	257	Milwaukee, Wis	446
Kit Carson, Col	67	Longview, Tex	403	Mineola, Tex	403
Knobel, Ark	53	Los Angeles, Cal	58	Minneapolis, Ks	138
Knoxville, Tenn	391	Louisville, Ky	146	Minneapoisis, Minn	202
Kokomo, Ind	126	Loup City, Neb	242	Minnawaukan, No Dak	345
Kalamazoo, Mich	192	Lowell, Mass	173	Mirage, Col	67
Koyukuk River Settlements, Al	39	Luce, Minn	202	Mishawaka, Ind	127
La Conner, Wash	430	Lynn, Mass	173	Mission, Idaho	99
La Crosse, Wis	445	Lynchburg, Va	421	Missoula, Mon	233
Lafayette, Ind	127	Lyons, N Y	273	Mobile, Ala	21
La Grande, Ore	365	Mackinac Island, Mich	192	Moline, Ill	103
La Grange, Ga	94	Macon, Ga	94	Monmouth, Ill	103
La Moure, No Dak	344	Madison, Neb	242	Monroe, Mich	193
Lake Huron, Mich	192	Madison, Wis	446	Monterey, Cal	58
Lake George (Cald- well) N Y	272	Madison, Ind	127	Montesano, Wash	430
		Malone, N Y	273	Montgomery, Ala	19
		Manch Chunk, Pa	371	Montpelier, Vt	420
				Moorhead, Minn	202

Morris, Man	44	North Yakima,		Peekskill, N Y	277
Morris, Minn	203	Wash	431	Pembina, No Dak	346
Morrison, Col	71	Norwalk, Conn	83	Penn Yan, N Y	277
Moscow, Idaho	99	Norwich, Conn	83	Pensacola, Fla	90
Motley, Minn	203	Norwich, N Y	276	Peoria, Ill	103
Mount of Holy		Nuhlukyel, Al	39	Perham, Minn	203
Cross, Col	74	Nulato, Al	39	Perth Amboy, N J	258
Mount Peons, Pa	371	Nyack, N Y	276	Pescadero, Cal	59
Mullan, Idaho	99			Petersburg, Va	421
Muscatine, Ia	133	Oakesdale, Wash	431	Petoskey, Mich	194
Muscogee, Ind Terr	130	Oakes, No Dak	346	Philadelphia, Pa	374
Muskegan, Mich	193	Oakland, Md	157	Philipsburg, Mon	234
Nantasket Beach,		Oakland, Ore	365	Phoenix, Ariz	43
Mass	174	Oberlin, Ohio	355	Pierre, S D	389
Nashua, N H	250	Oberon, No Dak	346	Pine Bluff, Ark	53
Nashville, Tenn	392	Ocala, Fla	89	Pitkin, Col	72
Nantucket, Mass	174	Ocean City, Md	157	Pittsburg and	
Natcher, Miss	216	Ocean City, N J	258	Allegheny, Pa	372
Nebraska City, Nb	242	Ocosta, Wash	431	Plainfield, N J	258
Nevada, Mo	215	O'Fallons, Neb	243	Plains, Mon	234
New Albany, Ind	127	Ogallalla, Neb	243	Platte Cañon, Col	71
Newark, Del	85	Ogden, Utah	417	Platte Centre, Neb	244
Newark, N J	258	Ogdensburg, Ks	139	Plattsburg, N Y	277
Newark, Ohio	355	Ogdensburg, N Y	276	Plattsmouth, Neb	244
New Berne, N C	338	Oil City, Pa	371	Plymouth, Mass	175
New Bedford, Mass	174	Old Orchard, Me	153	Pocatello, Idaho	99
New Britain, Conn	82	Olympia, Wash	432	Point Barrow, Al	39
New Brunswick, N J	258	Omaha, Neb	243	Poland Springs, Me	153
Newburg N Y	273	Oneida, N Y	276	Pomeroy, Ohio	355
Newburyport, Mass	174	Oneonta, N Y	276	Pomeroy, Wash	432
New Castle, Del	85	Orange, N J	258	Pontiac Mich	194
New Haven	82	Ord, Neb	244	Pony, Mon	234
New London, Conn	82	Oregon City, Ore	365	Port Angeles, Wash	432
New-Methalakatla,		Orion Lake, Mich	193	Port Chester, Conn	83
Al	39	Ormond, Fla	89	Port Clarence, Al	39
New Orleans, La	150	Orting, Wash	432	Port Gambie, Wash	433
Newport, Ky	146	Osawatomie, Ks	139	Port Huron, Mich	194
Newport, R. I.	386	Osborn, Idaho	99	Port Jervis, N Y	277
NewRochelle, Conn	83	Oswego, N Y	276	Port Ludlow, Wash	433
New Rockford,		Ottawa, Ill	103	Port Madison, Wash	433
No Dak	345	Ottawa, Ks	139	Portland, Me	153
New Salem, No Dak	345	Ottumwa, Ja	133	Portland, Ore	366
Newton, Ks	138	Owego, N Y	277	Portsmouth, N H	250
New Whatcome,		Oxford, Md	157	Portsmouth, Ohio	355
Wash	431	Paducah, Ky	147	Portsmouth, Va	422
New York City	284	Palatka, Fla	90	Port Tampa, Fla	90
New York Mills,		Palestine, Tex	403	Port Townsend,	
Minn	203	Palouse, Wash	432	Wash	433
Niagara Falls, N Y	274	Papillion, Neb	244	Post Falls, Idaho	99
Norfolk, Neb	242	Paris, Ky	147	Pottsville, Pa	372
Norfolk, Va	421	Paris, Tex	404	Poughkeepsie, N Y	278
Norris, Mon	233	Park City, Mon	233	Prescott, Ariz	43
Norristown, Pa	371	Parkersburg, W Va	442	Prescott, Wash	433
North Adams, Mass	174	Pasadena, Cal	59	Prickly Pear	
Northfield, Mass	174	Pasco Junc, Wash	432	Junction, Mon	234
Northampton, Mass	174	Patchogue, N Y	277	Princeton, N J	258
North Platte, Neb	243	Paterson, N J	258	Prosser, Wash	433
		Pawtucket, R. I.	386	Providence, R. I.	386
				Provo, Utah	418

Pueblo, Col	77	Samisch, Wash	434	South Tacoma, Wash	436
Pullman, Wash	433	San Antonio, Tex	404	Spangle, Wash	436
Punta Gorda, Fla	90	San Bernardino, Cal	60	Spartanburg, S C	388
Put-in-Bay Islands, Ohio	355	Sanborn, No Dak	346	Spokane, Wash	437
Pyramid Lake, Nev	248	San Buena Ventura Cal	60	Sprague, Wash	437
Quincy, Ill	103	San Diego, Cal	60	Springdale, Mon	235
Quincy, Mass	175	Sand Point, Idaho	100	Springfield, Ill	103
Racine, Wis	447	Sandusky, Ohio	356	Springfield, Mass	175
Raleigh, N C	338	Sanford, Fla	90	Springfield, Ohio	356
Rathdrum, Idaho	100	San Francisco, Cal	60	Springfield, Mo	215
Ravalli, Mont	234	San Jose, Cal	65	Spring Lake, N J	259
Reading, Pa	372	Sank Rapids, Minn	204	St. Albans, Vt	420
Red Lodge, Mont	234	San Rafael, Cal	66	Stamfort, Conn	83
Redlands Junction, Cal	59	Santa Barbara, Cal	60	Staples, Minn	204
Rehoboth Beach, Del	85	Santa Catalina, Cal	66	Starbuck, Minn	204
Rice's, Minn	203	Santa Cruz, Cal	66	St. Augustine, Fla	90
Richfield Springs, N Y	278	Santa Fé, N M	261	St. Clair City, Mich	195
Richmond, Ind	127	Saratoga Springs N Y	279	St. Clair Springs, Mich	195
Richmond, Va	422	Sauk Centre, Minn	204	St. Cloud, Minn	204
Rimini, Mont	234	Sault St. Marie, Mich	195	Steele, No Dak	346
Ritzville, Wash	443	Savannah, Ga	94	Steubenville, Ohio	356
Riverside, Cal	59	Schreveperort, La	151	Stevensville, Mont	235
Robinson, Col	74	Schuylerville, Neb	244	St. Ignace, Mich	196
Rochester, N H	250	Scotia, Neb	246	St. Joseph, Mo	217
Rochester, N Y	278	Scranton, Pa	372	St. Louis, Mo	217
Rockford, Ill	103	Seattle, Wash	434	St. Mary's, Ks	146
Rock Island, Ill	103	Sedalia, Mo	215	St. Michaels, Al	40
Rockland, Me	154	Sedro, Wash	435	Stockton, Cal	66
Rockledge, Fla	90	Selma, Ala	19	St. Paul on Kadiak Island, Al	40
Rome, Ga	94	Seneca Falls, N Y	280	St. Paul, Minn	204
Rome, N Y	279	Seward City, Al	40	St. Paul, Neb	246
Rumsey, Mon	235	Sharon Springs, NY	280	St. Paul (Un- alaska), Al	40
Rosalia, Wash	433	Sheffield, Ala	19	Stromsburg, Neb	246
Roseburg, Ore	367	Sheldon, No Dak	346	Sulphur Springs, Tex	406
Roslyn, Wash	434	Shelter Island, N Y	280	Sumdum, Al	41
Royalton, Minn	204	Shelton, Wash	436	Sumner, Wash	437
Russel, Ks	139	Shenectady, N Y	280	Superior, Wis	447
Kutland, Vt	420	Sheridan, Ore	367	Swanville, Minn	205
Rye Beach N H	250	Sherman, Tex	405	Syracuse, N Y	281
Rye, Conn	83	Sidney, Neb	246	Tacoma, Wash	437
Sackett's Harbor, N Y	279	Sidney, Ohio	356	Tahlequah, Ind Terr	129
Saco, Me	154	Sing Sing N Y	280	Tallahassee, Fla	91
Sacramento, Cal	59	Silverton, Ore	367	Tampa, Fla	91
Sag Harbor, N Y	279	Sims, No Dak	346	Tarpon Speings, Fla	91
Saginaw, Mich	194	Sioux City, Ia	133	Tarrytown N Y	281
Salem, Mass	175	Sioux Falls, S D	390	Taunton, Mass	175
Salem, Ore	367	Sitka, Al	38	Taylor, Tex	406
Salina, Ks	139	Skaguay, Al	40	Tekoa, Wash	439
Salomon, Ks	139	Smyrna, Del	85	Tenino, Wash	439
Salt Lake City, Utah	419	Snohomish, Wash	436	Terre Haute, Ind	128
Salton, Cal	59	Socorro, N M	261	Terrel, Tex	406
		Soda Springs, Idaho	100	Terry, Mon	235
		Sopenah, Wash	436		
		South Bend, Ind	127		
		South Bend, Wath	436		

Texarkana, Ark . . .	53	Valley Junetion, No Dak	347
Texarkana, Tex . . .	406	Van Buren, Ark . . .	53
The Agricultural Maryland College Md	157	Vansycle, Ore	368
The Dalles, Ore . . .	368	Vermillon, S D . . .	390
The Geysers, Cal . .	57	Verndale, Minn . . .	205
The Washington Hot Springs . . .	439	Victor, Mon	236
Thomasville, Ga . .	95	Villard, Minn	205
Thompson Falls, Mon	235	Vincennes, Ind	128
Ticonderoga, N Y . .	281	Virginia City, Nev .	249
Timber Line, Mon . .	235	Vollmer, Idaho	100
Titusville, Fla . . .	91	Waco, Tex	407
Titusville, Pa	373	Wadena, Minn	205
Toledo, Ohio	356	Wahoo, Neb	246
Topeka, Ks	140	Wahpeton, No Dak .	347
Toston, Mon	235	Waitsburg, Wash .	440
TowerCity, No Dak .	347	Walla Walla, Wash .	440
Townsend, Mon . . .	236	Wallace, Idaho	100
Traverse City, Mich .	196	Wallas, Ks	140
Trenton, N J	259	WalulaJunct, Wash .	440
Trenton Falls, N Y .	281	Waltham, Mass	175
Trinidad, Col	78	Wamego, Ks	141
Troy, N Y	281	Wardner, Idaho	100
Trunton, Mass	184	Warm Springs,Mon .	236
Tumwater, Wash . .	439	Washington, D C .	86a
Turner, Ore	368	Waterbury, Conn . .	83
Tuscaloosa, Ala . . .	19	Waterford, N Y . . .	282
Tuscon, Ariz	43	Watertown, N Y . . .	282
Twin Lakes, Col . .	72	Watkin's Glen N Y .	282
Tyler, Tex	407	Waukegan, Ill	103
Union, Ohio	357	Weare, Al	41
Union, Ore	368	Weatherford, Tex . .	408
Uniontown, Wash . .	439	Wellsville, Ohio . . .	357
Urbana, Ohio	357	Weston, Ore	368
Utica, N Y	281	West Point, N Y . . .	282
Valley, Neb	246	Wheatland, No Dak .	347
Valley City, No Dak .	347	Wheeling, W Va . . .	442
		Whitehall, Mon	236
		Whitehall, N Y	283
		White Plains, N Y .	283
		Zanesville, Ohio . . .	357
		Wibaux, Mon	236
		Wichita Falls, Tex .	408
		Wichita, Ks	141
		Wickes, Mon	236
		Wilbur, Wash	440
		Wilkesbarre, Pa . . .	373
		Wilkeson, Wash . . .	440
		Williamsport, Pa . .	373
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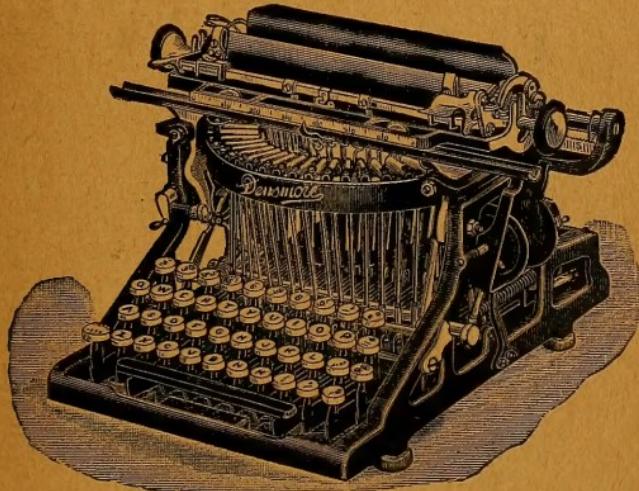
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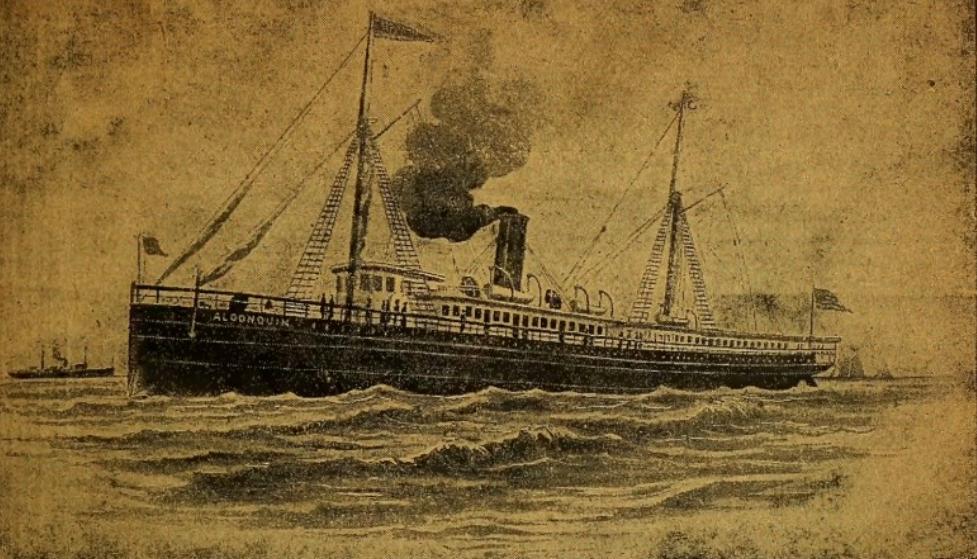
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